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BATH AND ENVIRONS,

SAGADAHOC COUNTY, MAINE.

1607-1894.

WITH ILLUSTRATIONS.

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PARKER McCOBB REED.

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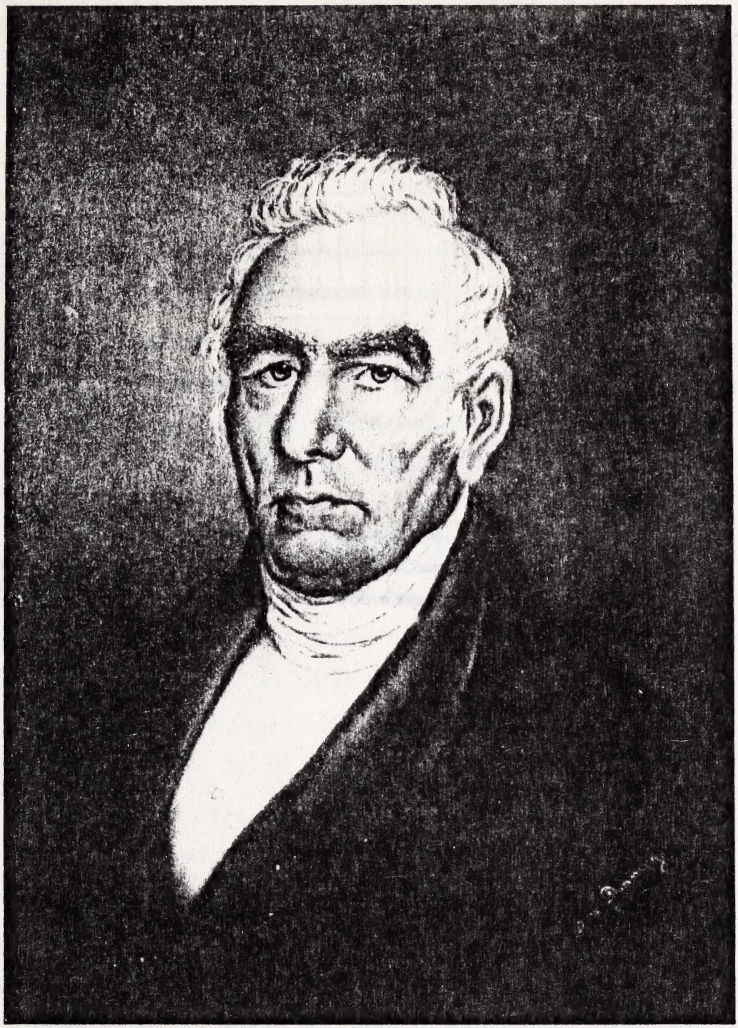
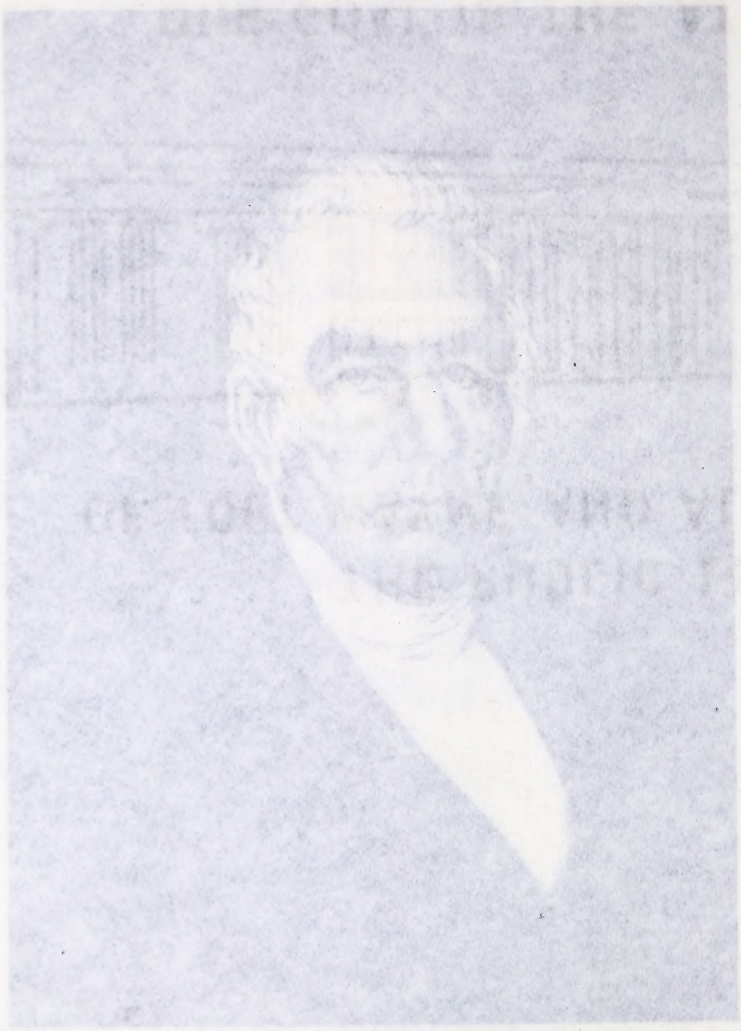


William King



PREFACE.

The author has devoted much time and labor for some years to the object of placing on permanent record, so far as he has been enabled to do so, the important history of this city of commerce and navigation. In preparing this work for the press, the truths of history have been sought for, official records, and researches have been patiently and perseveringly instituted among the voluminous documents in the Massachusetts and the Maine archives, as also among the records of Old York and Old Lincoln Counties, the Maine Historical Society, and the Sagadahoc Society. Valuable assistance has also been courteously rendered by such historians of repute as the Rev. S. F. Dike, D. D., the Rev. H. O. Thayer, also from Gen. Thomas W. Hyde, Hon. John Hayden; the Hon. J. P. Baxter and the Hon. H. W. Bryant of Portland, in the tender of invaluable maps, papers, and other documents. The "Dates" of Mr. Levi P. Lemont, the brief historical sketch of Gen. Joseph Smith of 1833, and the newspaper writings of Judge Nathaniel Groton have been of much value, and there have been many others who have rendered courtesies that have been appreciated. Special acknowledgments are due to Mr. John O. Patten and Capt. Charles E. Patten for valuable assistance.

It has also been the pleasure of the author to record traditions given him by the few aged people now living, and their number is

growing less year by year, who have remembrance of local events and historic men of the past.

As in all historical works errors are found, it is not claimed that this history will be faultless in this respect; there has been no end to difficulties found in verifying names, dates, and data which were not matters of official record, within reach of patient and persevering research.

P. M. R.

BATH, MAINE, 1894.

CORRECTIONS.

Schools.—The list of principals of the high school, as given on pages 206 and 221, was from the recollection of high authority, the city records not giving a full list of teachers. All records of the High street academy and the earlier years of the high school have been lost, and the memories of those who were students in those schools in years past differ as to their recollection of the full list of teachers. Some of these old pupils confound the principals of the academy and high school on the basis that as the academy was merged into the high school they were essentially one and the same. Combining the principals of both schools, verbal authorities give the list as Jonas Burnham, F. Yeaton, Hawes, Granger, Blanchard, A. B. Wiggin, J. T. Huston, J. L. Newton, L. Dunton, S. B. Goodnow, Woodbury, Crosby, Galen Allen, George E. Hughes, H. E. Cole, which, as far as can be gathered, includes all those who have been the teachers without regard to order of dates of their employment or in which school they taught. The most reliable list of principals of the high school alone, as obtained from the recollection of several who have been students, is: Goodnow, Woodbury, Wiggin, Crosby, Newton, Dunton, Allen, Hughes, Cole.

In 1892 a fifth grade was instituted in the grammar department, making one year's additional drill and adding book-keeping and geometry, to the better prepare pupils to enter the high school.

Ship-builders.—In the list of prominent builders, on pages 177–8, should have been added William D. Crocker, Charles Crocker (C. & W. D. Crocker, 1826 to 1854), Stephen Larrabee, James Hall, John Lowell, Harrison Springer.

In this book, where appears the name of G. C. Deering, it should be G. G. Deering.

Page 12, third line from bottom of the page, fifteen acres should be fifteen miles.

Page 20, sixth line from top, it was Simon Lines from whom "Lines Islands" at North Bath takes its name.

Page 34, fifth line from top, at the battle of Arrowsic of Sept. 10, 1722, there were eighty soldiers and men, instead of seventy, that left the fort to attack the Indians encamped a short distance to the north.

Page 37, in the account of the supposed formation of a town of "Georgetown on Arrowsic Island" in 1716, and the record book of the town having been lost, documentary evidence has since come to light from Massachusetts archives that an organized town did exist at that period which comprised only the island of Arrowsic, "Georgetown on Arrowsic Island." The re-organization of the town, in 1738, was for the purpose of comprising in its territory what afterwards became Georgetown (Parkers Island), Phipsburg, Bath, West Bath, and Woolwich. These documents show that there were town officers of the town that was incorporated in 1716, and that Samuel Denny had been one of its selectmen. It has been the belief of his descendants that Samuel Denny came to ancient Georgetown in 1719, whereas there has been found in Massachusetts archives a document signed and testified to by Denny that he was living at Arrowsic in 1717.

Pages 120 and 121, Chandiere should be Chaudiere.

Page 156, 2,500 tons burden should read 1,500 tons burden.

Page 182, Collector Snow should be Berry.

Page 204, High street academy should read North street academy, in connection with Anderson, who was not a professor.

Page 205, Martin Anderson did not teach in the High street academy, and it was his son, Martin B. Anderson, who became president of Rochester University.

Page 208, J. W. Hayes should be J. M. Hayes.

Page 209, Charles O. Bryant should read Curtis Bryant; Thomas T. Moses should be Thomas F. Moses.

Page 257, Mayor Putnam should read Mayor Bailey.

Page 273, Governor Strong should be Governor Brooks.

Page 285, John W. McLellan should be James A. McLellan.

Page 376, Olive Moses should be Oliver Moses.

Page 383, Samuel Eaton Duncan should be Samuel Duncan.

Page 384, Josiah Prescott should be Benjamin Prescott.

Page 487, Pastors, F. Winter settled 1767 instead of 1766.

BATH AND ITS ENVIRONS.

MANY years ago the city of Bristol, situated on the river Avon, was the great sea-port town of England. Long Reach, then as now active in the shipping interest, sent her vessels constantly to that mart of trade and commerce.

Bath, twelve miles from Bristol, was a favorite resort for the benefit of its medicinal waters, healthful climate, and fine scenery. Its fame was carried to the banks of the Kennebec by its sea-faring citizens, and when the "Reach" was to be incorported as a town and a name more acceptable to the inhabitants was sought, Bath was suggested and accepted as most desirable and appropriate, and was adopted.

The city is situated on the west bank of the Kennebec River, twelve miles from the Atlantic Ocean and two miles south of Merry Meeting Bay, fronting a two-mile, direct stretch of water, termed by the Indians a Long Reach over which to paddle their canoes.

There are few if any towns or cities in the entire width and length of New England, of the like number of inhabitants, whose men of business have acquired larger estates in the same length of time than those who have made Bath the scene of their operations; and their best acquisitions have been not in lines of speculative ventures, but notably in legitimate undertakings. The basis of this prosperity has been the building and sailing of vessels, and these of all descriptions from a yacht to the largest wood constructed ship afloat, and which has led to the building of United States government naval vessels.

Absent Natives.—Bath has been a place from which many young men have believed it their interest to leave on their out-start in life for broader fields, in which to achieve fame and fortune. As a general rule these absent sons of this pleasant city have met with the success they sought, and the exceptions are few wherein these

sons of noble ancestry have not made careers creditable to themselves and reflecting honor upon the place of their nativity. And yet it is only justice to believe that these sons and daughters of Bath cherish fond memories of the place of their birth and early manhood and womanhood. Many of them may say with the poets:

> Often I think of the dear old town
> That is seated near the sea;
> Often in thought go up and down
> The pleasant streets of that dear old town,
> And my youth comes back to me.
>
> Where'er I roam, whatever realms to see,
> My heart untraveled fondly turns to thee.

Bath can be said to be a good city in which to live, as well as from which to emigrate. There are those who, long absent, have returned to it to pass their later life, while others seek it as a most desirable place to pass a summer. It is a place of great longevity; it is not unusual for its residents of both sexes to live from eighty to ninety, and in some instances over one hundred years.

Immediately after the discovery of the mainland of the New World, England, France, Spain, and Holland became rivals for the establishment of title to this unexplored dominion. To accomplish their purposes each sent exploring expeditions to our coast, which set up crosses at prominent points to indicate possession by the assumed right of discovery.

Of these early voyages that of Waymouth is distinctive as relating to the subject matter of this volume. In 1605, some noblemen of England fitted out the ship Archangel of sixty tons, placing in command **George Waymouth,** the most notable navigator of that day. Taking his departure from Bristol he took his course direct to the shores of Maine, with orders to find a place "fit for any man to inhabit."

Anchoring his ship among the islands of Booth Bay, he manned a boat for exploration and came into the Kennebec through the Sasanoa River. Believing that he had then found the sought-for Eldorado, he returned to the ship and reported that he had discovered a great river trending along into the main forty miles, and by the

breadth, depth, and strong tide he believed it to run far up into the land. He then brought his ship by the outward passage into the Kennebec and anchored in the long reach of water fronting the coming city of Bath.

First Footsteps on Bath Territory.—He immediately sent a boat ashore with seventeen men to explore the adjacent territory, the description of which, as given by them, quite exactly corresponds to the little stream (at Bath) they entered and the territory they traversed as far to the north as the Whizgig River (whizzgigg, a whirling stream). It was in the month of June, when nature was at its best, and they were charmed with the view of the land in its primeval beauty, pronouncing it equal in attractiveness to the "stately parks" of England, with arable land, magnificent trees, and "runs of fresh water at the foot of every hill."

Captive Natives.—Before leaving his anchorage in Booth Bay, Waymouth had abducted five natives, together with their canoes and bows and arrows, to carry in his vessel to England as vouchers for the truth of the report he should render of his discoveries. Consequently, just before leaving this river for home, Waymouth was confronted with the appearance of an Indian canoe that had come up through the Sasanoa passage from the "Islands" to attempt the recovery of their captive brethren.

It contained a body of savages gorgeous in all the glory of new paint and gaudy mantles, with the white-feathered skin of some wild fowl bound around their heads. They approached the ship with becoming dignity, and earnestly entreated that their people be released, begging that, at least, one of the ship's company be surrendered to their keeping as a pawn for the assured safety and return of their brethren.

Waymouth Home.—But Captain Waymouth was inexorable, refused the request, and the savages had no recourse but to return to their tribes in sadness. He then set sail for home.

Waymouth called the river he had discovered the Sagadahoc. He gave a glowing account of it. By his report it wanted nothing

to render it a most desirable place to settle a colony. A bold coast, a harbor in which the royal navy might safely ride, fresh water springs, fine timber trees, fish and game in great abundance, with a navigable river stretching a highway for commerce with the natives far into the interior, were the features of Sagadahoc as Waymouth described them.

Upon his return to England and making such glowing accounts of this region of country, vouched for by his captive natives and subsequent explorers, induced Sir Ferdinand Gorges to organize a company to plant a colony upon the shore of Sagadahoc, which resulted in securing to the English crown title by possession of the New World.

BATH is identified with the early settlements of the Lower Kennebec, as at 1607 its territory was comprised within that of the ancient Sagadahoc. The first attempt to make a settlement on this river was by the famous Popham Colony that came from England and made a landing in August, 1607, at Hunniwells Point, occupying Horse-catch Point on the south side of Atkins Bay. They came in the ships Mary and John, Captain Raleigh Gilbert, and the Gift, Captain George Popham, and comprised one hundred men strong. Their settlement was included in a palisaded and intrenched fort which they named St. George. Here they built the ship Virginia of thirty tons, which was the first English vessel that was built in America. At that time any deep sea-going vessel was termed a ship. Popham, who was president of the colony, died the next winter, and other misfortunes following this event, the colonists became disheartened, broke up, and returned to England the next season, 1608.

The Plymouth Company.—After the departure of the Popham Colony, the next attempt at settlement on the Kennebec River was on the southwest extremity of Arrowsic Island. A company formed from the Plymouth Colony procured a grant on the Kennebec in 1630 that secured the valuable trade of the river in fish and furs with the Indians. This grant covered fifteen acres on both sides of the river to the distance of one hundred and twenty miles inland from its mouth as was claimed.

In 1633, the company selected the southwesterly section of this island as the chief point for their business, which was prosecuted some years, and were succeeded by the historic firm of **Clark & Lake,** who established a vast business for the time over the entire island, in trade, mills, building and running vessels, with its nucleus at "Rowsick Town." In 1670, there were thirty families on the east side and twenty on the west side of the Sagadahoc, not counting Woolwich. When the Indians first became openly hostile to the white settlers in 1676, their first attack entirely destroyed this settlement, as they did subsequently "New Town" the first town organized on the Kennebec River in 1679.

THE first titles to the territory on which Bath stands were obtained from the aboriginal inhabitants. The great sachem whose rule extended over many tribes of Indians inhabiting the region of country on and adjacent to the Lower Kennebec was Robin Hood, whose residence was at Nequasset. From him and subordinate sagamores Robert Gutch obtained title to territory that mainly comprised what is now the city of Bath, as is shown in the following deed:

The Gutch Deed.—"This Indenture made this twenty ninth of May 1660 Between Robin Hoode alias Rawmeagon Terrumquin Wescomonascoa Seawque Abumheanencon ye one party & Robert Gutch alias Rawmeagon Wesomonascoe & Terumquin Sagamores and we ye Rest above mentioned for divers consideration to theirunto moveing have given granted & delivered over & by these presents Do give grant & deliver over & forever alinese quit Claime from unto ye s^d^ Robert Gutch his heirs Exec: administrators & assignes to ourselves—our heirs Exec administrators & assignes all ye tract of Land lying and being in Kenebecke River and Right over against tuessicke ye Beginning of ye Lower part of ye Bounds Thereof. Being a Cove Running by ye upper Side of a point having Som Rocks lying a little from ye s^d^ point into ye s^d^ River & from ye s^d^ Cove to run upwards by ye waters Side—towards James Smiths unto a point and Being Right over against Winslows Rock Commonly known and called by ye name together with all ye woods underwood & all other previledges their unto beloning as also ye one

half of all ye meadow ye Either is on may be made and lyeth within ye Land from ye waters side part behind ye aboves tract of Land & a part Behind a tract of Land granted unto Alexander Thwait & lyeth near a Little pond & further ye aboves Sagamores and we ye meadow y^t is and may be made by ye River Sides commonly known and called by ye name of Wenniganseg all wch aboves tract of Land to Run into ye Land Three Miles. *To have* & *To hold* to him ye s^d Robert Gutch his heirs Exec^rs & administrators & assignes ye aboves tract of Land with ye privileges aboves as also all hawking hunting fishing &c. forever without any mollestations or futer demand whatsoever and hereby do bind ourselves our heirs Exec^rs Administrators & assignes forever any more from this day forward to make any more Claime Challinge or pretence of tittle unto ye aboves Tract of Land and to maintain this against all other Claimes Tittles Challinges and Interests whatsoever. In witness whereof we ye aboves^d parties Sagamores and we ye rest of ye aboves^d Indians have hereunto set our hands & Seals ye day above written.

"Sealed signed & Delivered in
ye presence of us Alexander Thwat X
Mary Webber X John Verine X
Alexander Tressell.

"The Marke X Robin Hoode
"The Marke X Terrumquin
"The Marke X Weasomanascoe
"The Marke X Scawque
"The Marke X Abunhamen

"Robin Hoode and Terrumquin acknowledged this to be their Act and Deed before me Nicholas Rewallds Jus. Peace.

A true copy of this deede above written transcribed out of ye original and therewith compared this 27 October 67 P Edw: Richworth Recorder.

"Vera Copia as of Record Exm: Jos. Hammond Reg."

In various deeds of land the name of the above grantee is written Gutch, Gouch, and Goutch; the former seems to have been the most correct.

Boundaries of the Gutch Tract.—Like all Indian deeds the boundaries of the Gutch deed of the territory largely comprising Bath are loosely defined. The starting bound as described would indicate at or near some rocks, that have sometimes been termed the "Jiggles," that exist in the river near the western shore, opposite the foot of Pine Street.

There is no "cove" as named in the deed now in sight touching these "rocks," whatever cove there may have been nearly two and a half centuries since. There is, however, a cove immediately above these rocks, into which Trufants Creek empties—now the Ropewalk Creek—which may comport with the indefinite wording of the deed in locating bounds. But the "rocks" are there and possibly define the southern extremity of the "cove" as named in the deed.

"From this lower part of the bounds" the line "runs upwards by the water's side" to what is undoubtedly the "point" on which stands the old Peterson house, which is "right over against Winslows rock" that lies in the river nearest the eastern shore. This would make Harward Street the north boundary of the Gutch tract. This street is the dividing line between the Peterson and the Harward farms.

The James Smith named in the deed in connection with the northern limit of the tract owned land on the Woolwich side of the river and lived at or near the locality known as Days Ferry of later years.

The south boundary apparently connects with Alexander Thwaits' territory, wherever that may have been, he having had two Indian deeds. It seems to touch Winnegance Creek somewhere, apparently south of Hospital Point, and there is no pond to which the deed alludes now in existence but the Lilly Pond; if another pond is meant it may have filled up by the operations of nature in the course of 230 years. This entire tract, as stated in the deed, runs westerly from the Kennebec River three miles, which it was evidently calculated, would extend to the New Meadows River.

Titles to lands composing the heart of the city of Bath are founded upon the Gutch deed. Thwaits claimed to have had an Indian

deed covering about the same territory, but it appears that the Gutch title took precedence.

Gutch.—The Reverend Robert Gutch was the first white man who settled the central portion of what became the city of Bath. He was the first clergyman subsequent to the Popham Colony, who preached on the Kennebec and its contiguous territory, of which there is definite account. His antecedents trace his coming to this country from Wincanto, England, where there is a Church of England, to Salem, where he became a member of the first Congregational church of that town March 21, 1641. As was the rule at those days, a man must be admitted a freeman to be allowed to vote, and he was admitted as such the following year. It is stated that becoming involved in debt induced him to come down to this then wilderness country to locate. He seems to have entered upon missionary work, but under what ecclesiastical auspices is not known.

The location of his residence has been placed by Lemont as the present site of the second house on the west side of Washington Street, immediately south of the railroad track, now the residence of Dr. A. J. Fuller, formerly the George Marston house. Joseph Sewall names the Levi Houghton homestead as the spot where Gutch planted his dwelling. He little thought, probably, that coming down to the Kennebec was to bring him fame, if not wealth.

There is nothing on record to show to what localities his missionary duties extended. Traditions hand down the stories that he preached somewhere on Merry Meeting Bay, at Prebles Point, and Spring Cove, where Clark & Lake had a settlement. As this firm had, also, a settlement on the lower extremity of Arrowsic it may, in reason, be inferred that he preached at that locality. Together, these places would compose a round of ministerial duties.

Traditional accounts state that he was accustomed to cross the Kennebec in a canoe to Prebles Point to preach. Some people have believed that there was a church building there in which Gutch preached. "There is evidence in black and white that there was a church somewhere on Long Reach in Gutch's day, and good tradition tells where" (*vide* Thayer).

At the Jeffries-Donnell trial in 1766 to determine the ownership of the land composing the larger part of Bath, as detailed in Vol. I. of Williamson's History of Maine :—"It was testified by old Mr. Preble, living on the eastern bank of the river opposite, that he 'could remember to have seen Mr. Gutch's meeting-house' and that he was often told 'he was a preacher to the fishermen and drowned nearly 100 years ago.'"

It is generally conceded that there was a garrison house at Prebles Point occupied by the elder Jonathan Preble, "who died there in about the year 1769" (*vide* Sullivan). Documentary evidence showing where it was built is quoted by Sullivan as in "Preble's deposition, on supreme court files, and Dunning's evidence." Lemont records in his profuse manuscript books that the Preble garrison house was occupied as late as 1800, and that it was sold to a Mr. Wiggins in 1804 or 1805, and that it was taken down and its materials of wood and bricks transported to Abagadasset, where they were utilized, the timbers proving to be perfectly sound. In connection with this account there is a pen drawing purporting to be that of this old garrison house with two stories, not showing the two flankers originally attached to it. Williamson says that Preble Garrison was built contemporaneous with that of the Watts house, which was in 1714 or 1715.

According to statements of past historians, this clergyman lost his life by drowning in 1666 or 1667 (*vide* Mr. Thayer). One account places the scene of this fatality in the Kennebec River while he was crossing in a canoe to preach at Prebles Point (*vide* Lemont and J. Sewall). Another story relates that the accident occurred while he was attempting to cross the lower Back River from Spring Cove on horseback, where, getting into quicksands, the rush of the tide swamped him. This last version comes down, it has been said, from Jonathan Preble and the White family, both early residents of Arrowsic. This is the most reliable account.

He was a man of family, having one son and six daughters. This son was named John and was the eldest of the children. It is stated that a portion of the Gutch farm was given to this son by his father

in 1663, at which time he was about twenty-five years of age; and that the daughter Lydia married William Rogers; Magdalen, John Tilman; and Sarah, Thomas Elkins; the other daughters were Eliza, Deborah, and Patience

Mr. Gutch was evidently a thrifty man. He seems to have cultivated a few acres of land and had a comfortable home. After his death his estate was administered upon, and as a part of the inventory of the property there were entered:—Six acres of land, dwelling house and out-buildings valued at thirty pounds sterling, four cows, one bull, two steers, two pigs, one chair, one table, two milk pans, and one kettle. These with many other articles were valued in total at £51. Mrs. Lydia Gutch administered upon the estate. Sept. 25, 1667, Mr. Gutch was authorized to administer oaths and sell whiskey. It is on record that he served on a jury at Casco in July, 1666.

Christopher Lawson.—The first settler of North Bath was this Lawson, who came from Boston and purchased of the natives one thousand acres of land bordering north on Merry Meeting Bay and known as the Lawson Plantation. He also purchased land on Swan Island (*vide* Thayer). His deed was from "Kennebis and Abbagadasset in 1667" (*vide* Mass. Archives) and Lawson to Humphrey Davis in 1668.

At the same time Thomas Purchas owned territory and lived west of Lawson's possessions at the head of New Meadows River. Together these men engaged in fisheries on the New Meadows and Androscoggin Rivers, which was a leading industry at their time; packing the fish for distant markets. He met with financial troubles, as is shown by the fact that on November 1, 1665, he was arrested for debt under the laws then existing in Sagadahoc County, which was under the jurisdiction of the Duke of York. He was placed under bonds of £120 for his personal appearance at a special court to be held at "Arrowsike before Nicholas Raynal, Justice Peace." His family relations were also unhappy, both himself and his wife being put under bonds to keep the peace. They had parted and he subsequently desired to come back to live with her, which she re-

fused, saying she "hoped God would consume him." Finally he left for England in 1670, where he sued for divorce, with what result is not known. "He died in 1697" (*vide* J. Sewall).

North Bath had the local name of Ireland in common parlance before the designation of North Bath was given it. The origin of the name has been a matter of doubt, but the best evidence goes to show that at an early day a settlement from Ireland inhabited that locality, and it is known that "one of the men had the name of Bean. As he belonged to the 'training band' he would appear on parade with an enormously long barreled gun, which he was allowed to carry, for the militia law did not specify the style of gun every enrolled soldier was compelled to be armed with at his own cost" (*vide* Hayden). Cork, that years ago was spoken of as an appellation of North Bath, has since been ascertained to apply to territory on the east side of the Kennebec above the Chops, where Robert Temple established a colony from Ireland soon after 1717 (*vide* Thayer).

"Christopher Lawson was one, among others, who considered himself persecuted by the government of Massachusetts. Therefore he left Exeter, N. H., with John Wheelwright in 1643, and after a short stay at Wells, moved to Sagadahoc. On account of his continued hostility and speaking disrespectful of Massachusetts as a persecutor and usurper, he was arrested and tried in 1669 for contempt and sentenced to sit an hour in the stocks" (*vide* Williamson).

Whizgig.—The locality is also called Whizgig for the reason that there is a stream there of that name. According to ancient accounts, whizz means rapidly running water and gigg a stream. In ancient documents the manner of spelling words greatly differed often in the same document, and some of the Indian deeds spell the word "geag"; hence the most accepted way of spelling the word at the present day is Whizgeag. From time immemorial there has been a saw mill on the Whizgig stream and is in operation to the present day.

The people early inhabiting this section were few and dwelt far apart. Edward Cammel (Campbell) lived it is stated at Whizgig in

1679 (*vide* Lemont). Lawrence Dennis, one of the "New Town" corporators under Governor Andros, purchased of the Indians in August, 1685, a tract in Woolwich opposite Bath, and also a large tract at North Bath of Durumkin, the "Sagamore west of the Kennebec River" (*vide* Thayer). Lyndes Island derives its name from Simon or Joseph Lynde, a merchant of Boston, who purchased the island of Edward Camer, the title of the latter having been derived from Christopher Lawson in about 1661. Camer occupied it until 1676, when he was driven off by the Indians (*vide* Lemont).

South Bath.—From Lemont Street and Hospital Point, that portion of the city bordering upon Winnegance Creek is locally denominated Winnegance. In ancient documents the name is variously written Winneganseg in 1665, Winganssek, Winnigans, Winneganseek, Winegans in 1650, and Winnegance, the Indian meaning of which is a river boundary of lands, for which it was used in many ancient deeds, and has always been the boundary line between Bath and Phipsburg. This small stream was much used by the Indians for a short route between the Sagadahoc River and Casco Bay, the distance between the two waters being about half a mile, and known as "the old Indian carrying place." There was also another Indian carrying place between the Whizgig Stream and the head of New Meadows River of longer distance than that at Winnegance. There is authority for the statement that when in May, 1690, a force of 500 Indians with French leaders met at Merrymeeting Bay to plan an attack upon the important Fort Loyal at Casco, which they took and massacred its defenders, the route they took to reach their destination with their canoes was by the way of the Winnegance carrying place.

Its Early Settlers.—The house of Alexander Thwaits stood near Winnegance. The accounts of his coming to this country are that a man of the same name, about twenty years of age, arrived in the ship Hopewell, commanded by a Captain Burdict from London in 1635. His first settlement was at or near North Bath, and in 1660 he purchased of Mox Dorumby, an Indian, a tract of land at Winnegance, having been a squatter on it since about 1656 (*vide*

Sewall). This land comprised the territory from the south boundary of the Gutch estate down to Winnegance Creek, including both sides of the stream. In different ancient documents this name is written Thwait, Thwayt, Thoyt, Thoit, Thwaits, Thwat.

He became involved in debt to Richard Patishall of the island of that name, now Lees Island, to the amount of £100. In December, 1665, Patishall came up to Winnegance Creek in his sloop and attached all the property owned by Thwaits, who, in his anger at the summary proceedings, at once made over to his creditor his land, house, barn, two oxen, four cows, and one male animal. He then purchased a farm near Abagadasset Pond, making the deed run to his wife. His family comprised nine children. It is understood that the Indian deed to Thwaits has not been found.

From Mass. "Book of Claims" of 1718:—

"Widow of Richd Patishall claims on behalf of herself Mrs Humphrey Davis and Robert Patishall, Land lying in Kennebeck the upper part of the bounds beginning at the cove wch is the lower Part of Robert Goods (Hood undoubtedly) bounds, to run down along the Water-side to the River called Winneganseek with Marsh and meadows, said Land bought of Alexander Thwaits, Deeds dated the 7 Dec 1665 & half the whole belonged to Humphrey Davis, the rest equally between said Rob't Patishall & Rich'd Patishall.

"Rich'd Patishall claims a Tract of Land in Kennebeck called Thwaites Plantation being in the Long Reach, and on both sides of Winnegansetts River, the Winnegans on the South & winslows Rocks to the North & from thence to extend six miles back into the country, and thence South & by west to the Winnegans, bought of Moses Didramby, Weeguinquiet & Wegenemit Deed dated 3 Aug. 1685."

As Thwaits' purchase from the Indians is stated to be in 1660 by prior historians, and that of Gutch the same year, it is obvious that their titles overlapped each other more or less. This may be accounted for by the fact that Indian conveyances at that early day often duplicated the same territory, and it is well understood that the Indians in these deeds believed they were disposing of the right

of occupancy only, in common with themselves, not intending to convey fee simple title to the land. Yet their deeds did convey the land.

The two deeds to Patishall, given at different dates by Thwaits, were based upon the title conveyed in the Indian deeds to him. It will be noticed that the deed of Thwaits to Patishall of 1685 covered the identical tract that the Indians conveyed to Gutch. The deed of 1665 of Thwaits to Patishall evidently overlaps the southern portion of the Gutch estate. The writer has found no recorded dividing line between the Gutch and the Thwaits-Patishall claim. The destroying of records by the Indian raids during and after 1676 may account for this failure.

The question might arise why the chief part of Bath has been held under the title derived from the Indian deed to Gutch, and not under the Thwaits Indian deed, and may be solved in the believed fact that the Thwaits deeds have never been found, while the Gutch deed is in existence, and the property named in it claimed and title legally held by his heirs.

Nor has there been found any record of what became of the Patishall titles derived from Thwaits, while those from Gutch were held valid. Some historical writer has said that "squatters" subsequently settled on the Thwaits-Patishall tract and held title by virtue of "possession and improvement." This version may, in part, be sustained by the fact that no deed to Edward Pettengill of the large farm he occupied—now the McHutchin—is found in the records of old York deeds (*vide* Register of Deeds, Dec., 1892). Patishall was killed at Pemaquid in battle with the Indians.

Relations With the Indians.—Until 1676 the white settlers and the natives lived in apparent harmony, excepting perhaps some isolated cases, and there was considerable trade between them, the Indians having abundance of fish and furs to exchange for goods furnished by the settlers.

When King Philip's war broke out the Norridgewock Indians in 1676 came down the river in a fleet of canoes and massacred inmates of the Hammond and the Clark & Lake forts on Arrowsic

Island. How much those living at Long Reach suffered at the period of these hostilities we have no specific account. The Reverend Gutch having died some years previously, his family, if still remaining at the homestead, may have been spared molestation; for, according to historian Penhallow: "It was remarkably observable that, among all the settlements and towns of figure and distinction, not one of them has been utterly destroyed wherever a church was gathered." Possibly all the other settlers were driven off and returned after apparent danger was past, after 1713.

After the first hostile attack of the savages upon the English settlements on the Sagadahoc in 1676, breaking them up, there were frequent attempts to inhabit the territory, relying upon various treaties with the Indians, which invariably proved worthless, the returned inhabitants finding neither peace nor safety in their habitations for many years.

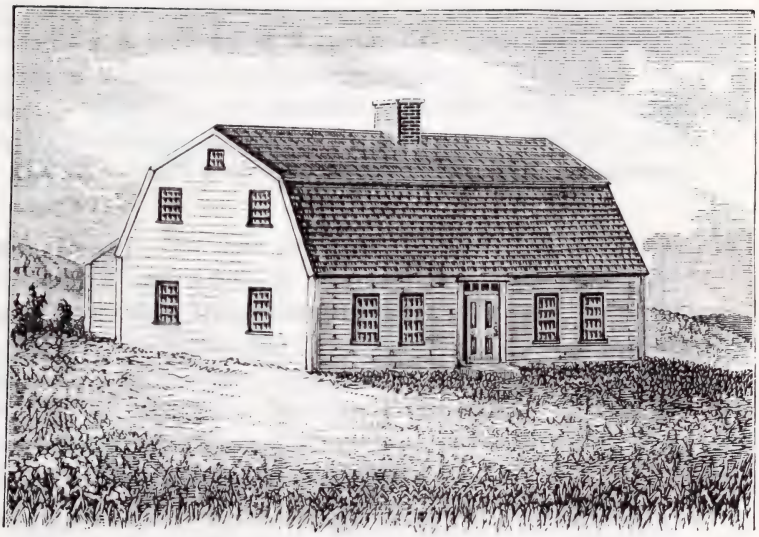
A scrap of written history may indicate the thinness of inhabitants of Bath at the date named below. It is well known that the Plymouth Company claimed territory on the Kennebec that covered Bath, and (*vide* Me. His. Soc. Cols., Vol. 2) "from depositions preserved in the company's records it appears that in 1728 there was only one family remaining at Long Reach, and in 1749 there were but two families above the Chops of Merry Meeting Bay; all the rest had been driven off by the Indians." Thomas Williams lived at Winnegance in 1729, and remaining there became the first permanent settler of Bath (*vide* Thayer).

Ancient Georgetown.—The coming generations, if not the younger of the present day, may with good reason wonder what municipal connection Bath could ever have had with old Georgetown. Upon the "Re-settlement" on the lower Kennebec in 1714, the southwest extremity of Arrowsic Island was chosen as the chief point, which position it held for half a century. According to authorities, the name of this notable island was written Arroseag; according to Sullivan's History of the Province of Maine, it was written Arrowsicke; an ancient deed records it Arrozeek; also written Arroseg, Arrosic, Arrowsick, Rowsic, Rowsik, and Rowsick.

This point on Arrowsic Island was, for that early day, well situated for trade, as it was near the ocean and in close proximity to the best anchoring grounds on the lower Kennebec—that of Parkers Flats and at Jones Eddy immediately above. It was believed that it would not be safe to attempt to sail vessels of sixty tons up through Fiddlers Reach. When Arnold's expedition to Quebec passed up the river in 1775, the conspicuousness and attractiveness of this elevated location were remarked upon. From the time when a town was incorporated as "Georgetown on Arrowsic Island" to that when Long Reach was severed from the parent stem and became the town of Bath, the Kennebec side of that island was the center of population and business of the Sagadahoc. Hence there are given in these pages a brief relation of important public events and town-meeting proceedings in which the people of Long Reach participated, and which comport with the scope of this work.

Permanent Re-settlement of Georgetown.—From 1690 to 1814, the settlers on the section of Maine east of Portland had been either massacred or driven off by hostile natives, and the whole territory along the coast for one hundred miles was during that time in a state of desolation in the hands of the savages. Finally, at the close of Queen Anne's war in 1713, a treaty of peace was made with the Indians at Portsmouth. Then commenced the era of re-settlement of the deserted country. The General Court of Massachusetts enacted that settlements should be compact, a garrison house constructed for mutual safety, and a specified quantity of land allotted to each settler, according to his needs.

Under the auspices of the Pejepscot proprietors, who claimed a tract covering this section, John Watts, a member of the company, established in 1714 a settlement on the lower Kennebec at Arrowsic Island, an important, central point for the valuable trade in fish and furs for which that river was notable at that day. He made a commencement with twenty families, which were rapidly augmented. It was here that the first permanent settlement on the Sagadahoc River was made. In 1717, the Indians having become troublesome, Governor Shute of Massachusetts came down to Arrowsic in the



SAMUEL DENNY RESIDENCE.

government ship Squirrel, and after many difficulties succeeded in renewing the Indian treaty of 1713. This ship got ashore on a point south of "Butlers Cove," which gave it the name of Squirrel Point.

When the Watts settlement became permanently established, by 1720, there was an accession of fifteen families to the settlers, principally of the Scotch Irish class. The ten-acre lots into which the land had been laid out for the distance of nearly two miles had a house upon them to the number of twenty-six. They were arranged on each side of the main road trending northerly. There was one man above all others who was identified with this locality, who for fifty years devoted himself to the interests of church and state, and made "Butlers Cove" a center of interest to the surrounding towns. This was

Samuel Denny.—No one perhaps contributed more to the peace, prosperity, and safety of the lower Kennebec during the eighteenth century than Major Samuel Denny. He was descended from an English family that had figured conspicuously in cabinet and field. The original home of the Denny family was in Huntingdonshire, England, where the historian Fuller says: "I find the name very ancient and where the heir-general was long since married into the worshipful and ancient family of Bevils."

John Denny served in France under Henry V., and he and one son were slain at the battle of Agincourt and were buried in the chapel of St. Dionys. Fuller says: "Their interment in so noble a place speaks of their worthy performances."

Sir Anthony Denny, a grandson of John, was a friend and Privy Councillor to Henry VIII. and was a man of extraordinary learning and discretion; a valiant man and the only one of the courtiers who dared apprise the King of his approaching death. King Henry left him a legacy of £1,500 and made him one of the executors of his will and guardian of his son, Edward VI. Sir Edward Denny, his son, received the Castle Tralee, county of Kerry, Ireland, and 40,000 acres of land for a brave act in the reign of Elizabeth, while the Queen herself gave him a beautiful scarf embroidered with gold

and pearls and a pair of gloves taken from her own hands. He founded the Irish branch of the family.

Samuel Denny was descended from John Denny, who came from Huntingdonshire to Combs, Suffolk County, in 1495, where he built a manor house which still stands and is in possession of the English branch. Samuel was the third son of Thomas and Grace Denny and was born in this house in 1689. He and his sister Deborah came to this country in 1717, to Boston, with Rev. Thomas Prince, who had pursued his theological studies in England and preached some years in Combs. Samuel and Deborah went directly to Leicester, where their brother Daniel had settled two years previously, and had assigned land to Samuel as a homestead, but on the marriage of Deborah to Rev. Mr. Prince in 1719, Samuel came to Arrowsic, where Mr. and Mrs. Robinson, also from Combs, had already made a home at Newtown, opposite the present village of Phipsburg. They came over in the same vessel.

The tenacity and perseverance of these early settlers, who were continually undergoing deprivations and in constant danger from hostile Indians, are well illustrated in the case of Major Denny, who left a comfortable English home and who also rejected the earnest solicitations of his relations in Massachusetts to relinquish his hazardous life and come to live with them where he would be free from anxiety, but who turned a deaf ear to all their entreaties and preferred to throw in his lot with the hardy pioneers of this the extreme frontier.

Newtown, like all frontier settlements, had experienced many vicissitudes, and the first care of a new settler was to build for himself a fortified house. Mr. Robinson and Samuel Denny entered into business partnership and built a block-house consisting of two stories, one projecting over the other and surmounted by a watch tower. While a man was shingling the roof, an Indian came up in the rear, shot him, and his body fell to the ground.

His house was of great usefulness in the attacks of the Indians which were frequent during the earliest years of the occupancy of land by Denny. Having completed this work of defence, they

next built a wind grist mill, which was the first and only one of the kind in that section of the country, and people came from long distances to avail themselves of its usefulness.

The principal business of the firm, like that of most of the settlers in those early days, was the salmon fisheries, which combined with trading in furs with the Indians they pursued with great success. After Mr. Robinson's early decease Mr. Denny married his widow, Sarah, and carried on the business alone. Mrs. Denny died in 1750, and in 1751 he married Mrs. Rachel Loring White at the house of her brother, the Rev. Nicholas Loring of North Yarmouth. She was born in Hull in 1717 and died in 1752, leaving an infant daughter, Major Denny's only child, who afterwards, in 1768, married Gen. Samuel McCobb of subsequent Revolutionary fame.

Though Major Denny married a third time, this child remained his only heir, and having no son to continue his name, he was largely known in after years through his daughter and her posterity. At the time of Major Denny's second marriage his wife had one son, John White, the eldest and only surviving of four by her former husband. This lad became a member of the Denny household, and here remained until his manhood.

Upon the marriage of his daughter Rachel to Samuel McCobb, he gave her a farm lying near Jones Eddy, upon which he built a house for her, and when she became a widow this John White came into possession of this farm in 1812, lived on it, his descendants occupying it to the present day.

Rachel, the daughter of Major Denny, was a lady well educated and of some literary taste; sketches of the products of her pen may be found in the Panoplist and some other periodicals of her time. She had the misfortune of being a cripple during the latter portion of her life. She had dressed, of a Sabbath morning, to go to church. Very high-heeled shoes of English make were the style, and as she was coming down stairs she tripped and fell to the bottom of the stairs, breaking her hip-bone. Confined to her room the rest of her life, her big Bible was her constant companion. Besides reading it through time and again, she whiled away the monotony of

her time by counting and noting the number of books, chapters, verses, words, and letters contained in it, computing the words in each chapter, and making other statistics. There were no circulating libraries within her reach and books of all kinds were scarce. The last years of her life were passed at the house of her son-in-law, Deacon Andrew Reed, Phipsburg, in every possible comfort, dying in 1825. She was interred at Arrowsic by the side of her husband.

As was the custom of that day Major Denny owned a few slaves, which he treated with every kindness. Among these was a boy Richard whom he gave in 1752 to his brother Daniel in Leicester by written contract, carefully securing the right of the boy until thirty years of age, when he reverted back to Major Denny, specifying that he "deal kindly with the boy, to look upon him as an orphan, to bring him up in the fear of the Lord, as possessor of a soul as well as we." The young negro died before the expiration of the thirty years.

Sewall in his Ancient Dominions says: "Samuel Denny was an English immigrant distinguished for his remarkable decision of character and the superiorty of his attainments. He was a magistrate and the stocks in which were executed many of his own sentences, perhaps by his own hand, were long remembered as a terror to evil-doers." Another historical writer describes Samuel Denny as "tall, straight, dignified, and a strong Calvinist"; that "education could not make nor unmake such a man" (*vide* Thayer).

His family had been non-conformists in England and he was imbued with all the religious fervor of the period. His letters to relatives in England and Massachusetts abound not only in graphic descriptions of his life on the Kennebec and detailed accounts of public events, but a large space was given to religious exhortations which strike rather monotonously on the dulled ear of the present generation. In the absence of a regular minister, Major Denny wrote and delivered his own sermons at Sabbath meetings. His tombstone records that "he lived a pious and useful life," and his Bible, his greatest treasure, is still in existence with the Apocrypha tied up by his own hand.

His name on the Kennebec died with him. The church which he helped to build, which was a prominent object on the river bank and remarked by Arnold's expedition for its beautiful situation, has left no trace behind. The garrisons, the timber houses and other dwellings have passed away, until two houses and rows of gravestones are all that are left to mark a spot which was a center of interest to a wide-spreading district during the whole of the eighteenth century.

He was in command of the militia. To be in the "training bands" at that feudal time was no "pride, pomp, and circumstance" of dress parade. It meant business. High and low, rich and poor, were in the ranks, and those worthy to be chiefs only were in command. From the date of the legal organization of the town of Georgetown in 1738 to his extreme old age, to near his demise, Samuel Denny was town clerk and treasurer, and he often read legal notices at the head of his military company. A book is extant in which his own hand recorded his own "intentions of marriage" to three different women whom he successively married, all widows.

Samuel Denny filled many and sometimes all the important offices in Georgetown, which then comprised a much larger district than at present. For many years he was surveyor in the District of Maine. He was appointed chief justice of the court of common pleas and president of the court of sessions for Lincoln County, which comprised the section east of Cumberland. He continued to hold these offices until his death.

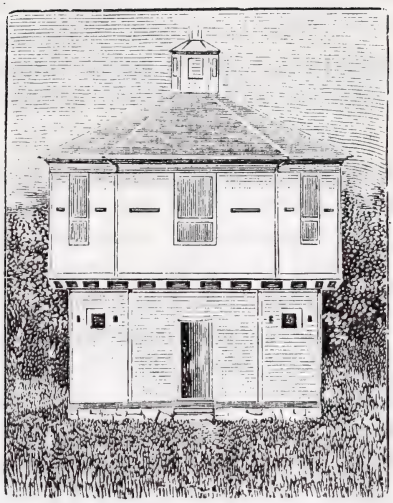
Major Denny was a thrifty man, having acquired extensive real estate on both sides of the river, as well as much personal property, all of which he left to his wife and his only child, Mrs. Rachel Denny McCobb, then living at Arrowsic. He died at the ripe old age of eighty-three years, June 2, 1772, in the full possession of all his faculties, and is buried alongside of his wives in the "old Georgetown cemetery" on Arrowsic Island.

Reminiscences of the Settlement.—Mrs. Susan Spinney of Georgetown, now eighty years old, lived on Arrowsic Island until

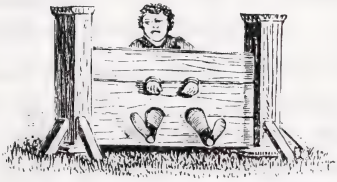
her eighteenth year with an aged couple whose parents had also lived there; consequently her traditions come down from two preceding generations. She says: "The old gentleman with whom I lived would relate the events he remembered in his childhood, youth, and early manhood. He was seven years old when the French and Indian war broke out. His family at that time lived on the south end of Arrowsic, his father having one of the ten-acre lots originally laid out there. Major Denny lived there at the same time, their lot joining his. There were many Indians living then near the white settlers, and they came in and out among the whites familiarly and peaceably until the war broke out, when they went east to join the other tribes. He said they knew of the war long before the white people did. It seems that they had a sort of telegraphic communication from the head of one river to another, that the white people of that generation never knew about.

"There was one Indian that was particularly friendly with his father's family, who came in and out and told his mother that he was going away not to come back, but did not tell her where he was going. He brought some birch-bark boxes (small ones) and gave each of the children one for a present or keepsake. The old gentleman kept his as long as he lived. After the Indians had been gone some time, news came of their uprising. Then came the dreadful events of that savage war.

"Major Denny was a prominent character; he had the administration of all the law and gospel in those days in town. As incidental to new settled places, disputes and quarrels were many and varied, which were all brought up to be settled before the Major. This was so habitual, and such a terror had he become to them, that in their disputes they would threaten to have each other up before the Major even after he was dead. The original settlers on Arrowsic, who were nearly all from the north of Ireland and Scotland, observed the keeping of the Sabbath strictly, and tithing men were appointed here and there to enforce obedience to the Sunday laws. And woe to the unlucky wight who should be caught walking out on the Sabbath, except he was going to meeting or to care for the sick.



SAMUEL DENNY BLOCK HOUSE.



JUDGE SAMUEL DENNY STOCKS.

If for anything else, he was arraigned before the Major, who put him in the stocks for so long or short a time as he saw fit. I believe they considered the punishment of sitting in the stocks rather more of ignominy and disgrace than painful, though I don't know but what it was also painful.

"Swearing was another thing punishable in the stocks. It seemed that somebody, out of ill-will, as was often the case when complaints were entered, had accused a young sailor of swearing. He stoutly denied it, saying he could prove he never was in the habit of using profane language; but he could not prove that he did not swear at that particular time, so the Major put him in the stocks, from which he was afterwards released and returned to his vessel. The next morning the vessel that the young fellow belonged to sailed away out of the Kennebec River with a fair wind, carrying the Major's stocks at the mast head in triumph" in full view of the justice.

"The Major owned slaves, and he had a slave by the name of Sandy Hill who was married; his wife's name was Peggy, and they had quite a large family of children. The Major, who was a kind master, bought a pew in the Congregationalist meeting-house on Arrowsic for Sandy, where the Major and his family also worshiped. Sandy was always in his pew on the Sabbath, looking around on his family with smiling satisfaction to see them all in the house of God. The Major and Sandy were both members of the church." The institution of slavery was not abolished in the state of Massachusetts until eleven years after the death of Samuel Denny.

Attacking Savages.—Notwithstanding their treaty of peace, the Indians continued hostile and the Denny block-house was often attacked by them. On one of these occasions, when the settlers had fled to his garrison for safety, a party of savages surrounded the building and the chief called out, "We got you now," when at that instant the boom of a cannon was heard down the river, at which the savages fled in terror. It proved to be the signal of a vessel arriving with supplies for the settlers (*vide* Andrew Reed).

From Massachusetts Archives:—

GEORGETOWN, July 4, 1722.

MAY IT PLEASE YOUR EXCELLENCY.

I recd. yr. Ex^{cys} Letter of Express of ye 20th ult. but last night, this morning I Dispatched away my whale boat up the river & Called in the Inhabitants. I also order'd ye Boat to Richmond to direct the officer there to keep good Guards inasmuch as I had but just heard of Capt. Wecstbrooks being attacked at St. Georges & the Damage that was done there, but as soon as the Boat had got as far as Merrymeeting Bay they saw about 30 of the Indians, who as soon as they found themselves Discovered man'd out their Canoos in chase of the Boat wch was then obliged to return & soon got Clear of them, the Houses in the Bay were Just then Sat on fire, & after the Boat returned to me, wth the above ac^{t}, we observed smokes to rise in Long Reach & m^{r}, Allen ye bearer being at his own House about three mile of, I was willing to try to Save him, & Immediately man'd out ye Boat wth fresh hands & releaved him, who had been in defence of his House about two hours, it happened we did not Loose a man, tho they fought the Indians about half an hour before they could get m^{r}, Allen away, it's probable our men wounded if not killed Some of the Indians.

There is five Garrisons in this Town but can keep but three wch will Defend one another & we are in a good Posture of Defence.

I am further strengthening in according to y^{r} Ex^{cys}, order, they are within Shot of one another & some good Houses between that we are able to receive and Entertain a good number of men. Mr. Allen who now comes up will give your Ex^{cy}, a more particular ac^{t}, of his Loss & what happened to him this day. I have divided my half Com^{ae}, that are here, among the three Garrisons for their better Defence, am fortifying for the Security of the Stores, would pray y^{r} Ex^{cy} to order me two Swivil Guns to fix in the flankers for the Security of the Same, there and here Several Smart Lusty Young men that have been robbed of all they had by the indians, who would be glad to be in the Service if y^{r} Ex^{cy} would be pleased to admit of it, they Cannot possibly Subsist here without, I have detained em till

yr. Excy, order inasmuch as their going oft now will weaken the Coutry.

I am yr. Excy. most Dutiful & most Obt. Servt.

(signed) JOHN PENHALLOW'S
Letter to His Excy,
July 4, 1722.

Penhallow commanded at the forts on lower end of Arrowsic.

July 4, 1722, the inhabitants had left their dwellings to attend public worship in Denny's fort, when the Indians surprised the fort but were repulsed, the only casualty being their killing a child. On their retreat they burned twenty-six houses and killed fifty head of cattle. The houses were never rebuilt. This author, as well as other people now living, has distinctly seen the old cellars on either side of the road, fifty or more years ago, and at this day one only of them is indistinctly seen by the road side. "Seventy years ago there were also to be seen vestiges of potato beds on the farm then owned by Judge Mark L. Hill, together with fifteen of the old cellars." (*vide* M. L. Hill, 1819).

Battle of Arrowsic.—At the time of the Watts settlement at Butlers Cove, the garrison and its forces were made the command of Penhallow. In 1720, there were twenty dwelling-houses occupied by farmers. On Sept. 10, 1722, at dawn of day, an armed force was sent out from the garrison to protect the farmers in gathering their crops. This escort discovered a large number of Indians prowling about in the adjoining woods. They immediately attacked the Indians, killing one and wounding three. The whites then retreated to the fort. The villagers, alarmed at the firing, fled at once to the garrison-house, taking with them all they could carry. The savages surrounded the house and with hideous cries poured shot from every possible approach, but the fort proved impregnable and the only casualty to the defenders was the killing of Samuel Broaking through a port-hole. Defeated in their undertaking, the foe withdrew and encamped in the woods. Tidings of the battle spread and reinforcements arrived from other settlements. Colonel Walton and Captain Harmon arrived in whale boats with thirty men, and Col.

Robert Temple at his settlement on the river above Bath heard the report of the guns below and hastened with a force to render service. Colonel Temple, who had seen active service in the Irish army, proved himself very serviceable on this occasion. He and Penhallow formed a party of seventy men and made a night attack upon the savages around their camp-fires, but they were driven back to the garrison overpowered by the numbers of the foe. The Indians, however, took to their canoes and returned to Norridgewock. On their passage they captured a government sloop, mortally wounding the captain. Thus, after six years of prosperity, this portion of Georgetown was again made desolate; but the inhabitants, notwithstanding all these adverse influences, rebuilt their homes, and Butlers Cove continued to be prominent to the close of the eighteenth century (*vide* Williamson).

Sullivan says that in 1756 "a strong party of Indians appeared before the fort on the lower end of Arrowsike Island, but could not take it. The people within were not able to go out of the garrison to attack the enemy. This gave the savages an opportunity to kill all the cattle on the island and to enjoy the spoil at pleasure."

Under the guidance of Father Ralle, the Jesuit priest who had a mission settlement at Norridgewock, the Indians continued very troublesome to the English settlers until in 1724, when a military expedition was organized under the command of Colonel Moulton and Major Harmon, who surprised Norridgewock, killed Ralle, massacred the Indians, and destroyed the settlement. The tribe was so badly crippled that they ever after ceased to be formidable.

Formation of a Town.—When the settlement had become sufficiently strong, the matter of incorporating a town was undertaken, as the under-written documents will show. Long Reach was identified with the formation of a town, its people joined in the movement to effect this desirable object, and continued to compose a portion of old Georgetown, taking part in its organized proceedings until set off in 1781 to form the town of Bath.

Mass. Gen. Court Records, Vol. IX, page 426:—

FRIDAY Oct. 29, 1714.

Upon reading a petition of John Higginson Esq. & John Watts in behalf of themselves & Sir Biby Lake Barronet, Proposing to settle or cause to be settled a town in a regular manner according to the directions of this Court upon arrowsic Island at the mouth of the Kennebeck River, Praying the assistance of this Court in allowing them a company of men to be a security for the people in their settlement of a Town of Forty Families there the next summer in a defensible manner &c.

Voted: a concurrence with the vote passed thereon by the Representatives. That is to say that the town proposed in this Petition to be settled being in the place the furthest of the Five directed by this Court & so will in some measure be a Barrier & security to the other Four when they shall be brought forward.

Voted: that his Excellency the Governor be humbly requested to order a Sergeant with nineteen centinels from the Fort at Casco Bay to Arrowsic Island to continue there for the space of six months to cover and defend the designed settlement, when the undertakers shall have provided convenient Barracks for their entertainment & ten families or more shall offer to proceed with them thither; which it is supposed may be now done with safety to the Fort, Peace being now happily established.

Extract from the Records of the General Court of Mass., Vol. X:—

June 13, 1716.

"The following order passed in the house of Representatives, "read & concurred. Upon reading a Petition of Edward Hutchin-"son Esq., John Gerrish and others, the first settlers on Arrowsic "Island, praying that an addition may be made to their number of "men, or at least to continue the twenty six men now there, for fur-"ther time as the Court shall see meet, to cover the new settlements, "and that the Island of Arrowsic may be granted and made in a "township and have the privelege of a town by the name of George-"town.

Consented to, WILLIAM TAILER.

"The Board are of opinion that it will be much for his Majesty's "service, the intirest of this Goverment & for promoting the new "settlements (which is of great consequence). That a suitable num-"ber of men be continued at Arrowsick for some time and desire "the house would reconsider it".

The following order passed in the House of Representatives, viz: Upon further consideration of this Petition, Ordered, that sixteen men in the publick pay be allowed to cover the Settlement at Arrowsic Island now denominated Georgetown for the space of six months & no longer. Agreed to by the Councill.

Consented to Wm. Tailer.

No record of such organization of a town has been found to the knowledge of this author. There is, however, in the records of the town which was organized in 1738 this vote:—"That James McFadden be an agent to demand, require, and recover the town book from any person or persons with whom the same may found"; but no report was made of his success or the want of it.

Old Georgetown Records.—The records of the town organized in 1738 have been preserved as kept in three books of large size in the office of the town clerk of Georgetown. One of these books contains the proceedings of town meetings, with supplementary entries of the accounts of town treasurer while Samuel Denny held that office, from 1738 to his death in 1772, and reports of laying out of highways. Another book contains family records, and the third volume records the legal marks of cattle, sheep, and swine. These books are in good condition, the entries perfectly legible, and the penmanship of a large portion of them in plain handwriting.

The Town Comprised what is now Arrowsic, Georgetown, Phipsburg, Bath, Woolwich, and West Bath. Town meetings were held at the dwelling-house of Samuel Denny until they were held in the "meeting-house at Pleasant Cove," which was at the Noble and afterwards Lithgow and later the Morse farm, immediately south of Fiddlers Reach, March 8, 1742. When the meeting-house on Arrowsic Island was built and completed in 1763, the town meetings were held in that house. If meetings were called in winter, there

being no heating apparatus in the meeting-house, the meetings were often adjourned to the house of William Butler, who kept something like an inn.

Town Records.—The scope of this work can only admit a transcript of the records of old Georgetown and confined to proceedings that relate to the history of Bath while comprising a part of the town. Following are some of the quaint and interesting entries to be found therein.

"At a grate and general Court or assembly for the province of the massachusets bay held at Boston the 30th day of may 1716 the following order passed in the Hous of Representatives Red and Concured vix upon Reading a petition of Edward Hutchinson Esqr, John Watts and others first settlers of arousick Island praying that an addition may be made to their number of men or at least comprise the twenty men now there for farther time as this court shall see meat to cover the new inhabitant and that the Island of arousick may be granted and made a township and have the privileges of a town by the name of georgetown

Ordered that the prayer of the petition be so far granted that the Island of arowsick be constituted a town by the name of georgetown. Consented to W^{m} tailer Copy examied pr simon frost Dept secretary, A true entry attest Samuell Denny Town Clerk of Georgeton"

"In the hous of Representatives June 16, 1738, voted that samuel Denny Esqr a princepal Inhabitant of the Island of arowsick alias georgetown so called in the county of york be and hereby is fully authorised and directed to call a meeting of the Inhabitants there as soon as may be with convenience for the chosing select men constables collectors and other ordinary town officers who shall stand till the time of anaversary meeting by Law for the choice of town officers in March next and that the said collectors be and hereby are as fully authorised and Impowered to gather and collect all rates and taxes to them committed with warrant therefor - - any of the collectors within any of the towns of this province are by Law impoured unto and to pay the same according to directions in the war-

rant annexed to the sales conformable to the law in such Cases made and provided, sent up for concerrance I quinsey sp^{k} In counsel June 16, 1738 Red and concured I willard secry Consented to I Belcher secy Examined I willard secy A true entry Samuel Denny T^{n} Clk."

Whereas the Honorable House of Representatives on June 16, 1738 passed a vote, and on the 17th of the same was concurred in by his Majesty's Council and which was consented to by his Eycellency the Governor, a paragraph of which is in the words following viz.: Voted that Samuel Denny Esq. a principal inhabitant of the Island of Arowsick alias Georgetown, so called, in the County of York, be and hereby is fully authorized and directed to call a meeting of the inhabitants thereof as soon as may be with convenience, for the choosing selectmen, constables, collectors, and other ordinary town officers, who shall stand till the time of the anniversary meeting in March next &c,

These are therefore to warn the above mentioned inhabitants to meet at my dwelling house in Georgetown aforesaid on Tuesday the twenty-sixth day of this instant December, at ten of the clock before noon, for the ends and purposes aforesaid. Dated at Georgetown December 8, 1738. SAMUEL DENNY.

GEORGETOWN December 8. 1738

I warned the within mentioned inhabitants to meet according to the tenure of the within instrument by reading the same publicly at the head of the company whereof I am Captain, at said Georgetown on the day of the date hereof. SAMUEL DENNY

December 26, 1738

At a meeting of the inhabitants of Georgetown so called, legally warned by virtue of a vote of the General Assembly, for the choice of selectmen, constables, collectors and other ordinary town officers to stand till the anniversary meeting in March next:

1. Voted that Samuel Denny be moderator,
2. Voted Johnathin Preble, Michael Malcom, Arthur Noble, Daniel Farnham, Patrick Drummond selectmen.
3. Voted Samuel Denny Town Clerk.

4. Voted the above mentioned selectmen to be assessors till the anniversary meeting in March next.
5. Voted, no surveyors till March next.
6. Voted John Parker, Thomas Stinson, constables.
7. Voted Benjamin Pattee, David Gilmore, Fence Viewers.
8. Voted, John Parker, Thomas Stinson be collectors.
9. Voted James Stinson Senr, and Thomas Mothewell, Tithingmen.

December 26, 1738 as attest Samuel Denny Moderator.

A true entry Samuel Denny Town Clerk.

The second town meeting was called for the twenty-second day of March 1739 to be held at the house of Samuel Denny on the warrant of the selectmen and served by the constables, John Parker and Thomas Stinson within their respective "wards or districts."

As John Parker lived on the west side of the Kennebec and Thomas Stinson on the east side, their districts were probably divided by the river.

At this meeting Samuel Denny was made moderator, town clerk and treasurer. Jonathan Preble, Daniel Farnham, Michael Malcom, Patrick Drummond, and Thomas Motherwell, selectmen. Samuel Denny, Jonathan Preble, and James Stinson were chosen a committee to procure a minister or ministers; and "that the persons that paid money for supplies" (ministry) "since the twenty-sixth of December last be re-embursed"; "that the above committee procure a schoolmaster to teach the children of said town to read, write, and cipher"; "that James McFadden be an agent to demand, require, and recover the town book from any person or persons with whom the same may be found."

1744. Voted address to the General Court to erect a breastwork at Hunniwells Point instead of Arrowsick Island, for which purpose $400 had been appropriated by the General Court.

1745. Address to the Governor and General Court to take off the province tax of this year and exempt the town from further tax during the present war, and that Edward Hutchinson be employed to prosecute the objects mentioned in the address.

1746. James McCobb was empowered to obtain from the General Court men for garrison duty and guards to the inhabitants while getting lumber.

1745. The General Court was petitioned to grant the one hundred pounds formally voted by them for a breastwork to be laid out in ammunition for a town stock or otherwise for the benefit of the town, also for "supplies of men to cover us."

Samuel Denny was requested and empowered to procure from the governor and council some cover and defence against the enemy; also that he labor to procure a minister, conforming to former instructions given him except the requiring the recommendations of six ministers.

1756. A road three rods wide was made from Small Point to Capt. McCobb's, and the road from Bryant Robinson's to Sandy Cove be altered and approbated according to a plan made by James Springer, Jonathan Philbrook, and Isaiah Crocker. [This was at South Bath undoubtedly.]

1759. The town voted not to object to Nequasset being organized into a town.

1760. Road made from Daniel Brown's house to the landing at the New Meadows river, opposite the house of Captain James Thompson, three perches wide. The roads were part bridle and part open roads, and where gates were necessary persons owning the property must put up gates and keep them in repair.

1761. Road three perches wide "approbated" from Sheepscot River across Arrowsick Island to a landing at Long Reach.

1762. That Samuel Denny be allowed to keep gates and bars across a road leading through his premises.

1764. That road on Rousick Island, and that from the Basin to Small Point, and that from David Oliver's to the grist mill at Robin Hoods Cove be "approbated."

1765. Road on eastern side of Robin Hoods Cove, three perches wide, be approbated.

1767. Road "approbated" from Long Reach meeting-house to

Browns Ferry. [Browns Ferry was about where is now Bull Bridge. Bull Bridge takes its name from a rock in the river there called Bull rock.]

1762. Last town meeting in the "old meeting-house in Georgetown at Pleasant Cove."

1763. First town meeting in the "new meeting-house on Arrowsick."

Formation of the Second Parish, Long Reach.—More settlers came to the Reach, obtained land, and the population soon became sufficiently numerous to ask to be incorporated into a parish by the General Court at Boston. At a town meeting of Georgetown, July 10, 1753, "Voted to make no objection against the inhabitants on the west side of the Long Reach being taken off, persuiant to their petition to ye General Court." When Long Reach became the Second Parish of Georgetown it contained twenty families representing a population of two hundred people (*vide* Lemont).

PETITION TO FORM A SECOND PARISH.

Province of the Massachusetts Bay

To the Honourable Spencer Phipps Esq Lieut Govern^r^ & Commander in chief of his Majesty's Province of the Mass^ts^ Bay aforesaid, The Honble His Majesty's Council, and the Honble House of Representatives in Gener^l^ Court assembled May 30th 1753. The Subscribers most humbly Shew

That they are Inhabitants of those Lands on Kennebeck River bounded Southerly on Winniganie River, Easterly on Kennebeck, Westerly on Steven's Riv^r^ and Northerly on Merry Meeting Bay, in length about nine Miles and in breadth about Three; which about Fourteen Years since being Inhabited but by about Six or Seven Families, were annex'd by this Court to George town, since which they have increased to the Num^r^ of about Forty Families and made very considerable Improvements. That they Labour under the Greatest Difficulties in attending the Publick Worship of God at George Town, in that they not only Live remote from thence but are obliged to cross Winniganee River at least three quarters of a Mile

where the Tide is very rapid and the Ice in cold season's in very Large quantities by means whereof the Ancient People, Women & Children can scarce ever Attend the Publick Worship of God so necessary to their wellbeing.

Wherefore Your Petitioners most humbly pray this Honourable Court to take the Premises into Consideration and of their wonted goodness and Paternal care for such infant settlements Grant and order them a Distinct Precinct or Parish to be set off by the aforesaid bounds and Grant them such Powers and Priviledges as have been usual for such or provide such other ways and Methods for the redress of their Inconveniences aforesaid as this Court in their Wisdom shall Judge most fit and reasonable.

And Your Petitioners as in duty bound shall ever pray.

Jonathon Philbrook, Seig^{n}, John Wise, Joseph Berry, Phillip Hodgkins, John Lammon, Humphrey Purinton, Benjamin Thompson, Shubel Hinkley, John Tarp, James Thomson, William Johnson, William Philbrook, Benja. Ring, Job Philbrook, Moses Hodgkins, Joshua Philbrook, Abel Eaten, Josear Weber, Joseph Gray, Benjamin Brown, Hezekiah Purinton, Humphrey Purinton, jun^{r}, Mikel Thornton, Jonathon Philbrook, jun^{r}, Thomas Joy, Bryant Robertson, Samuel Brown, Daniel Brown, James Brown, Thomas Foot, Simon Burton, David Purinton, James Mecib, Benj. Lemons, Ebenezer Hinkley, Isaiah Crooker, John Soliven, William Marshall, N. Donnell, George Williams, Joshua Coomes, John O'Neal, Samuel Meloon, jun^{r}, Nathanel Berrey, David trufant, Samuel Meloon, Sene^{r}.

In the House of Rep^{ves}, June 12, 1753.

Read and Ordered that the Pet^{rs} serve the Town Clerk of the Town of George Town with a copy of this Petn that so the said Town shew cause if any they have on the Second Wednesday of the next Sitting of this Court why the Prayer thereof should not be Granted.

Sent up for concurrence.

T. Hubbard, Spk^{r}.

In Council, June 12, 1753.

Read and Concur'd.

Thos Clarke, Dp^{ty} Secry.

In Council, Sept. 7, 1753.

Read again with a copy of the vote of the Inhabitants of George Town passed at a Meeting held the 10th of July last And it appearing that they had no Objections to make thereunto.

Ordered that the Petitioners & their Lands as bounded in the Petition be set off as a separate & distinct Parish or Precinct, And that the Inhabitants enjoy & be vested with the Powers & Privileges of other Precincts in this Province.

Sent down for Concurrence.

I. Willard, Secry.

In the House of Repves, Sept. 7, 1753.

Read and Concurd.

T. Hubbard, Spk^{r}.

Consented to.

W. Shirley.

The Act. — Anno Regni Regis George II Viressimo Septimo an act for erecting Part of Georgetown in the County of york into A Presinct whereas it hath been represented to this Court, that the rest of the Inhabatants of Georg Town aforesaid, living on the Westerly side of Long reach in s^{d} Town, Labor under Difficulties by reason of their not being set off as a Sepperate Presinct. Be it Enacted by the Governore, Council and House of Representatives, that part of the Said George Town with the inhabitants thereon be and hereby is Erected into A Presinct.

Bounding of following, Southerly on winnigance River, Easterly on Kenebeck River, westerly on Stevens River, and Northerly on merrymeeting Bay, in Length about Nine miles, and in Breadth about three miles, and that the Said Presinct, be and hereby is inested with all Privilidges, Powers and immunities that Presincts in this Province by Law do or may enjoy.

In the House of Representatives, September 10, 1753.

Read a first, Second & Third Time & passed to be Engrossed.

T. Hubbard, Spk^{r}.

In Council, September 11, 1753.

Read a first and second time & Pased a Currince to be Engrossed.

Thos Cearke, Dp^{ty} Secry.

Organization. — Samuel Denny, a magistrate of Georgetown, was empowered to call a meeting of the inhabitants of the new parish, which was held April 2, 1754, at the residence of Jonathan Philbrook, Jr. Humphrey Purrington was chosen Moderator; Samuel Brown, Clerk; Jonathan Philbrook, Sen., John Lemont, and James Springer, Parish Committee; and Jonathan Philbrook, Jr., a committee to obtain a minister, for whose support it was voted to raise £26, 18s. 4d. Jonathan Philbrook, Sen., John Lemont, Nathaniel Donnell, and Joseph Berry were chosen as committee to select a place for the meeting-house which it was voted to build. In 1759, the assessors were Joseph Berry, Samuel Brown, and Joshua Philbrook; the treasurer was Benjamin Thompson; constable, Joseph White. This year there were sixty ratable polls (*vide* Lemont).

Prior to the construction of the first meeting-house, the parish meetings were held in the dwelling-houses of the Philbrooks, James Springer, Isaiah Crooker, and Joseph Berry at Mill Cove. The organization of this parish was for municipal purposes only; it still comprising a part of the town of Georgetown, with a voice in its public affairs, until the parish became an incorporated town in 1781. In the second parish tax of personal property were twenty cows; hence it was called the "twenty cow parish." The cows corresponded with the number of families. At that date the parish took in West Bath, where in fact lived the larger portion of its inhabitants; on the New Meadows the greater business was pursued in building vessels and running mills.

Revolutionary Era. — When this country became agitated over the persistent acts of British oppression, the people of old Georgetown promptly arrayed themselves solidly on the side of resistance, and mantained their patriotism throughout the long contest that followed. There was not a known tory in all the town. When the authorities of the state issued a call to all the towns within its jurisdiction to respond to the aggressive step that had been taken, the citizens of the town enthusiastically adopted the patriotic sentiments that had been boldly avowed by the authorities at Boston.

At a town meeting, March 16, 1773, Samuel McCobb, John Stinson, William Swanton, Dummer Sewall, and Thomas Moulton were appointed a committee to take into consideration a letter of correspondence from the town of Boston and prepare an answer to the same. Attest Samuel McCobb, Town Clerk. The answer was:

We have considered the rights of the colonies with the list of infringements and violations of those rights as exhibited to us by you. We think the rights of the colonies justly stated, and the violations and infringements really alarming and bode the most shaking consequences to ourselves and posterity. It is but a few years since we have felt the effects of the most inhuman cruelty from the savage natives of this country. We have had many of our friends and relatives cruelly slain by them. The idea is shocking, but of losing our freedom and becoming slaves is much more so. We are situated on the banks of the river Sagadahock, where some of our forefathers who left their native country for the sake of their liberty first landed, many of whom fell a sacrifice to savage barbarity rather than endure oppression; their graves are with us and we would by no means affront their relics by a tame submission to oppression and slavery. We are embarked on the same bottom with you and are proportionably concerned in the event, and are, therefore, willing to join with you and the other towns in this Province in adopting such measures as shall be most proper for our peaceably having and enjoying our invaluable rights and privileges.

THE COMMITTEE.

GEORGETOWN, March 16, 1773.

It was voted that the thanks of this town be returned to the town of Boston for their vigilant care of the public rights and liberties, and that the aforesaid committee transmit a copy of their letter, which is agreeable to the minds of this town, to the committee of correspondence for the town of Boston, and that the same be recorded in the records of this town.

1774, December 6, William Butler and John White were appointed a committee to examine into the town stock of ammunition and make return of their doings at the next annual meeting.

In 1775, John Wood, Philip Higgins, Theophilus Batchelder, Elijah Drummond, Samuel McCobb, Jordan Parker, John Stinson were appointed a committee to see that the resolves of the Continental Congress be complied with. [This was in relation to resistance to the "Force Act" of the English parliament.]

At the same meeting it was voted "That the inhabitants of Georgetown have leave to join with Brunswick in building a bridge over Stephens River somewhere against Dr. Duncan's land."

As town clerk, Samuel McCobb certified to the call for the annual town meeting of March, 1775, and did not make record in the town book of the proceedings of that meeting until August 2, 1775. In the interum he had been to the Provincial Congress as a delegate and at the battle of Bunker Hill; and was at home in August raising men to join Arnold's expedition in September. He was not town clerk again, as he was in the military service during the entire Revolutionary war. Dummer Sewall was moderator of the March town meeting of 1775, which was prior to his entering the public service, civil and military; yet during the war both he and Samuel McCobb appear on record as taking part in town meetings at times during the war, especially as selectmen and in war measures.

In 1776, James McCobb, John Stinson, and John Wood were chosen in March a committee of correspondence in connection with war measures; and on July 8th, same year, James McCobb, William Butler, Samuel McCobb, Philip Higgins, and Benjamin Lemont were appointed "a committee of safety, inspection, and correspondence."

Some of the earlier town meetings had been called in the name of His Majesty, but in November, 1776, one was called in the name of the United States of America; in subsequent years of the State of Massachusetts Bay.

In 1776 and 1777 there was provision made for a town stock of ammunition, which was distributed by localities: "Thirty-three pounds of powder and thirty-three ditto of ball be left with John Wood, and thirty-three pounds of powder and thirty-three ditto of ball be left with James Lemont at Long Reach; forty-four pounds

John Patten

of powder and forty-four ditto of ball be left with William Butler; forty-four pounds of powder and forty-four ditto of ball be left with David Oliver; and forty-four pounds of powder and forty-four ditto of ball be left with James McCobb, and the flints be divided according to the above proportion. Money was hired to pay for the same."

"John Stinson and Samuel McCobb are the persons appointed to fetch the said powder, balls, and flints from Samuel Nichols, to pay him for the same, and deliver them to William Butler."

"James McCobb, Benjamin Lemont, William Butler, Samuel McCobb, and Dummer Sewall were chosen a committee of inspection, safety, and correspondence."

Nathaniel Wyman was authorized to "recall the money he borrowed for ammunition, and return the same to those he hired of."

"The town of Georgetown allow the selectmen to give Colonel Samuel McCobb an order on the town treasurer for the sum of nine pounds, five shillings, for travel and attendance twenty days to represent the town at the Provincial Congress held at Watertown in May and June, 1775."

At the same meeting there was a vote on "the form of constitution, forty-five voters present. After having read distinctly and then by paragraphs, debated on every article, unanimously rejected" four articles, one of which was for the reason that "a man being born in Africa, India, or ancient America, or even being much sunburnt, deprived him of having a vote for representative"; and another was because "a foundation is laid for persecution, and the rights of conscience destroyed"; other objections were the inequaliy in voting for choice of senators, and of "civil and field officers not being nominated by the corporations in which they are to serve."

The men that went to Fish Kill and staid their time out were allowed the rebate of "their poll taxes for the last three years." [These men went as soldiers.]

1780, May 23. "Voted that the town is willing that the **second parish** in Georgetown, which is now a part of said town, may be

set off into a **separate town** by itself, said second parish being bounded southerly on Winnegance Creek, and from said creek by the carrying place as said path goes to Casco Bay."

June 13. On a vote on the adoption of "the new form of a constitution proposed by the honorable convention of this state," it was "voted unanimously that the frame of government in general be established, and that the word Protestant be in the stead of Christian in the specification, for the same reasons made use of in the address; against any man of the Popish religion holding any office; that the Protestant churches be instead of Congregational churches, for the reasons that are mentioned in the Bill of Rights; that no subordination of any one sect or denomination to another."

September 4, the votes for Governor were twenty-four for John Hancock, and twenty-two for James Warren for Lieutenant Governor; for Senator, James McCobb, eight votes, Nathaniel Thwing, six votes, William Lithgow, one vote.

November 29. "Voted that Capt. Jordan Parker be agent for the town to purchase eight thousand, seven hundred and fifty pound weight of beef for the use of the state on account of said town."

"That the town treasurer be empowered to hire the sum of eleven thousand pounds for the use of the town."

1781, March 13. "Voted that the town of Bath be allowed to raise their quota of men that the whole town of Georgetown was, by the order of the General Court, to raise in said Georgetown."

April 2. "Voted that the sum of fourteen thousand pounds be assessed upon the polls and estates of the inhabitants of the towns of Georgetown and Bath to pay the debts contracted by them when one town."

August 13. "Voted that the assessors of Georgetown shall call on one of the assessors of Bath town to assist in making rates to supply the clothing for the Continental army."

TOWN OFFICERS.

Moderators. — Samuel Denny, from the organization of the town in 1738 to 1771 (the year before his death), presided at annual and special meetings excepting at one meeting each; James McCobb, William Lithgow, James Farnham, Dummer Sewall, six times; Jonathan Philbrook, Thomas Stinson, once each at special meetings; also John White, Daniel McFadden, William Butler, William Lithgow, Jr. After Samuel Denny's time, James McCobb many times; Francis Wyman, William Lithgow, Jr., Jordan Parker, several times; William Lee, Lewis Thorp, Greenleaf Snow, Mark L. Hill, many times; Andrew Reed, Benjamin Riggs, Gideon Snow, James N. Lithgow.

Town Clerks. — Samuel Denny, from 1738 to 1771; Thomas Moulton, 1772; Samuel McCobb, 1773 to 1775; Jordan Parker, 1776 to 1777; William Butler, 1778 to 1789; William Lee, Jr., 1790 to 1791; Denny McCobb, 1792 to 1805; John Pattee, 1806 to 1811; Nathaniel S. Todd, John Hinkley, William G. Emmons, William Lithgow, Jr.

Town Treasurers. — Samuel Denny, 1738 to 1772; William Lithgow, 1772 to 1777; Samuel McCobb, 1778 to 1779; William Butler, 1780 to 1787; Nathaniel Wyman, 1788; John White, 1789 to 1792; William Lee, Jr., 1794; William Lee, 1795 to 1806; Benjamin Riggs, 1807 to 1808; William Butler, 1809 to 1811.

Selectmen and other Important Offices held by: James McCobb, Dummer Sewall, Thomas Moulton, William Lithgow, David Trufant, Henry Sewall, Samuel McCobb, John Rogers, John Parker, Jacob Parker, Joshua Coombs, Isaiah Crooker, Joseph Berry, William Swanton, Jr., Jonathan Philbrook, John Stinson, William Butler, Thomas Percy, John Lemont, Daniel Morse, William Lee, Francis Winter, Alexander Drummond, Francis Wyman, Mark

L. Hill, Andrew Reed, Benjamin Emmons, Benjamin Riggs, John Lee, Michael Fisher, Gordon Snipe, Noah Webber, Andrew Whitmore, James Lemont, Charles Couillard, Elisha Shaw, Joseph Bowker, William Swanton, Theophilus Batchelder, John White, Thomas Williams, John Hinkley, Nathaniel Wyman, John Fisher, Seth Tarr, Jonathan Preble, Joseph Preble, Philip Higgins, Charles Snype, Benjamin Pattee, Timothy Batchelder, John Carleton, Alexander Nichols, Solomon Page, Hugh Rogers, David Ring, John Kelley, Patrick Drummond, Daniel McFadden, Michael Malcom, Samuel Hinkley, George Rogers, David Gilmore, Benjamin Ring, Edward Pettengill, James Springer, William Campbell, Benjamin Lemont, Hosea Morrison, Lawrence Humphreys, Francis Wyman, Jr., John Parker, Jr., Nathaniel Sprague, Elijah Drummond, James Drummond, Jordan Parker, Benjamin Brown, Arthur Percy, Robin Hood, Ebenezer Holbrook, Moses Hodgkins, Samuel Harnden, James Savage, Samuel Brown, Thomas Motherwell, Edmund Hinkley, William Lee, Jr., John Watts, William Stinson, Alexander Clary, Alexander Drummond, Jr., Parker McCobb, Robert P. Manson, Jonathan Morse, Henry Cutting, Collins Pattee, John Snipe, John Parsons, Levi Leathers, James Riggs, Ezekiel Cushing, Isaiah Wyman, James Bowker, Thomas Lennan, Silas Lee, Jacob Powers, Lazarus Bowker, Daniel Morse.

Samuel Denny was yearly chosen town treasurer from the organization of the town to the year of his death, making out his final account in his own handwriting in the town records when eighty-three years of age.

1794. Andrew Reed excused from acting as constable.

The King's Timber Ships. — An incident in the action the men of Bath took, when Massachusetts sounded the tocsin of war in 1775, goes to show that they were inspired with a double portion of the spirit of patriotism and opposition to the King and Parliament and all their officers and agents. At the parish meeting that was immediately called at their meeting-house at Witch Spring they by acclamation decided to stand by their countrymen in resisting the power of England; and resolved that all his Majesty's officers

and agents within their reach were enemies and that they would arrest them and send them out of the country. At this time two of the King's ships lay in the river, waiting for cargoes of masts. About forty of his Majesty's carpenters and men were at work hewing and preparing masts and spars for these ships at what was then called the King's dock, afterwards the Petersons dock.

The inhabitants, at this meeting, unanimously voted that the spars and masts should not be carried away. They chose Dummer Sewall a committee of one to wait on the King's agent, with whom he was acquainted, announce to him their determination, and at once put a stop to their further proceedings. Years afterwards Sewall said that this was a trying time to him. The people assured him that they would sustain him, and immediately about fifty of them, armed, proceeded to near the scene of action by a back route, and hid themselves in the thicket on the bank of the dock. The leader went by the highway, "solitary and alone." He said he was perplexed as to what language to use in the discharge of his mission as our independence had not been declared. He still advanced within speaking distance to the agent and men who were all engaged with their axes in hewing. He entertained no fears for his safety, as his sharp-shooters, then within gunshot, were his guaranty. He stood up on a mast, and at once, with a loud voice, proclaimed to them: "In the name of the people of America, I command you not to strike another blow!" He said they all seemed amazed and dropped their axes and tools and immediately retreated to their ships. He said this gave him great relief, for had they disobeyed his orders or offered any insult or violence to him they would have atoned for it with their lives, as the guns of his men were loaded with powder and ball, and willing and ready to let slip the dogs of war. These citizens having successfully finished this day's work, and that too without the shedding of blood (*vide* Groton).

Among those who formed a company to drive away the English carpenters were Dummer Sewall, David Trufant, John Lemont, Capt. Wood, Isaiah Crooker, Sen., Joshua Shaw, William Swanton, H. Foster, Joshua Philbrook, Ed. H. Page, Patrick Grace, T. Craw-

ford, J. Osgood, David Lemont, J. Sergant, John Weeks, Joseph White, J. M. Mitchell, Nathaniel Donnell, S. Turner, Luke Lambert, Sen., Nathaniel Springer, and Joseph Lambert. They were all powerful men.

Arrest of the King's Agent. — The British carpenters, entering their boats, joined their ships that lay at Jones Eddy, which immediately joined the fleet then on the coast under the Mowatt who bombarded and destroyed Falmouth. Mr. Parry, the King's agent, immediately surrendered himself prisoner of war. The committee of safety for the district, at the head of which was Brigadier General Samuel Thompson of Topsham, was immediately notified of these proceedings, and they convened at the tavern of Joseph Lambert for the trial of the prisoner. This house is still in existence and occupied, at the north end of High Street.

Of the five members of the committee no one appeared to doubt their authority to take action on the case. Two of them were in favor of having the prisoner dealt with as a spy, but the majority came to the conclusion to send him to the Provincial Congress then in session at Watertown. He was kept in custody in a room in the tavern a few days, when Luke Lambert, a son of Joseph above named, conducted him to Watertown, where he was ordered to jail. While in custody in Bath, Dummer Sewall and Jordan Parker gave their bond of $10,000 for his good behavior, and when he was removed to Watertown they asked to be released from their responsibility on the ground that the Provincial authorities had taken him in charge.

To the Honourable Congress now setting for the Province of Massachusetts Bay.

The petition of Timothy Langdon humbly sheweth: That upon the second day of May instant a committee of safety for ten towns in the County of Lincoln met at Pownalborough, and amongst other matters took under consideration the expediency of removing the King's masts, being in the dock in Georgetown, when it was unanimously voted that it was inexpedient to remove them.

That on the fourth day of May instant a meeting of the committee of inspection for a number of towns in the County of Lincoln

was held in Georgetown, and after duly considering of all matter respecting the King's masts were of opinion that all persons be forbid to work upon said masts, or aid in any manner in fitting them for the King's use. That Edw. Parry, Esq., who had procured those masts more than a year since, had promised the committee that no person should ship those masts for him, but that they should remain in the dock in Georgetown. The committee of inspection were then of opinion that it was inexpedient to remove the masts from the dock.

That while the committee of inspection were met, Col. Samuel Thompson of Brunswick, in the County of Cumberland, appeared with twenty armed men, and when he had heard of the result of the committee he seized on the body of Edw. Parry, Esq., and kept him in custody till he gave bonds in £2,000 to tarry in the town till the pleasure of the Congress shall be known respecting him, and also obliged said Edw. Parry to pay for the victuals and drink of him, the said Thompson, and his men, amounting to the sum of 42s. Lm. That the said Parry has ever behaved himself as a peaceable member of society, and he declared to the committee that had he have known there was an order of Congress respecting the matter he would not have concerned himself with them. Wherefore your petitioner, at the request of and as clerk to the committee of inspection, humbly prays the Honorable Congress that they would take the matter of fact above stated under consideration, and that orders be sent to Messrs. Dummer Sewall and Jordan Parker, the bondsmen of Parry, that the said Parry may be released from his confinement, and the said Dummer and Jordan released from their bonds, and your petitioner as in duty bound shall ever pray, etc.

TIMO. LANGDON.

GEORGETOWN, May 5, 1778.

Parry also petitioned for release. He remained in jail a year, when he was released on exchange and immediately returned to England.

Preparations for the War. — The Provincial Congress of Massachusetts was in session at Watertown in May, 1775, in a

meeting-house, and of which John Hancock was president. It issued an appeal to the patriotism of the men of this Province, and to adopt measures to aid the cause of liberty, resolving that "the preservation of our country depends, under God, on an effectual execution of continental and provincial measures for that purpose." This vigorous action of Congress was immediately transmitted by letter to all the towns and parishes of the Province.

Upon receiving a copy, the **Second Parish,** comprising Bath, immediately assembled at the meeting-house to take the subject into consideration, and in the simple but strong language of the times, it was unanimously "voted to abide by the resolves of Congress now before us."

They forthwith divided the parish into two wards and elected military officers: for the west ward, Benjamin Lemont, Captain, Stephen Coombs, Lieutenant, and Jesse Holbrook, Ensign; for the east ward, Dummer Sewall, Captain, John Berry, Lieutenant, and John Wood, Ensign. They also chose a committee to unite with Woolwich and Bowdoinham to elect a member to represent these three precincts in the Provincial Congress. The committee of the parish were John Lemont, Jonathan Mitchel, John Wood, Henry Sewall, William Swanton, and Dummer Sewall. At the same meeting a committee of safety, consisting of Philip Higgins, Zodack Lincoln, William Swanton, James Lemont, and David Ring, was chosen. The two militia companies were immediately organized and armed for service. They assembled every week for drill and discipline, and as often as a draft was required for the continental army or a detachment ordered for guard duty, the detailed men were marched to the point required. The coast was soon infested with the cruisers and privateers of the enemy, but the British troops did not land on the coast at any place near the Kennebec. Occasional depredations, however, were committed on the property of the inhabitants by crews of privateers, which required guard duty from the soldiery.

Samuel McCobb was chosen delegate to the Provincial Congress from Arrowsic, and Dummer Sewall from Bath. They traveled to Watertown on horseback with saddle bags for their baggage, and in

six days reached their destination. They had no stated pay for either travel or attendance, but subsequently the parishes provided for their compensation (*vide* Groton).

A Detachment Sent to the Army. — News of the battle of Lexington on April 19, 1775, reached Bath in eight days, and immediate steps were taken to raise a volunteer company to proceed to the scene of hostilities. In this movement Samuel McCobb of Georgetown took the lead, aided by the "committee of safety." Seventy men from Long Reach, Georgetown, Newcastle, Winthrop, Pownalboro, Haverhill, Hallowell, Bristol, Pleasant Point, St. Georges, and Winslow were speedily obtained. Without commission McCobb led them by forced marches to Cambridge, arriving there, it is said, in six days, the route then being very circuitous to what it is now.

A petition was forwarded to the Provincial Congress, then in session at Watertown, to commission officers of the company, and Samuel McCobb of Georgetown was commissioned captain May 17, 1775; Benjamin Pattee of Georgetown and John Riggs of Falmouth, lieutenants, May 19, 1775. These names and dates are taken from the original pay-roll of the company in the Massachusetts archives. The date of the enlistment of the rank and file was commenced June 1. They were eight months' men.

The company was assigned to Colonel John Nixon's Vermont regiment, of General Putnam's Brigade, and was in the battle of Bunker Hill at the rail fence. After this they were encamped during the summer on Winter Hill, which is north of Bunker Hill. The pay-roll of this company is made up from May to August 1, 1775, allowing the captain two months and nineteen days service, and the men a few days less.

A List of Capt. Samuel McCobb's Company in the 5th Regiment of Foot, Commanded by Col. John Nixon, belonging to the Army of the United Colonies of North America.

	Place of Residence.	SERGEANTS.	Place of Residence.	CORPORALS.	Place of Residence.	DRUMMER, Jeremiah Butler, Pownalboroug.
Samuel McCobb, Capt.	Georgetown	Samuel Wattles	Witchcapit	Billey Foster	Winthrop	
Benj. Patten, 1st Lieut.	"	John Tagot	Cabececouly	James Fleming	Georgetown	
John Riggs, 2d "	Falmouth	Elipalet Foster	Winthrop	Wm. Butler	Withrop	FIFER,
		Abner Wade	Woolwich	James Works	Pownalborough	Wm. Baker, Haverhill.
PRIVATES.	**Place of Residence.**	**PRIVATES.**	**Place of Residence**	**PRIVATES.**	**Place of Residence.**	
Samuel Boyd	Winthrop	James Gordon		Samuel Plummer		1 Captain, 2 Lieutenants, 4 Sergeants, 3 Corporals; 44 Privates gone to Canada. 1 Corporal, 1 Drummer, 1 Fifer and 3 Privates present in camp.
Geo. Boulton	"	Andrew Gleadon	Witchcapit	Benj. Rolings	Witchcapit	
Wm. Bishop	Woolwich	Enos Greenleaf	Georgetown	Eliab Shaw	Woolwich	
Josiah Bayley	"	Ebeneza Hilton	Woolwich	Stephen Stuart	"	
John Ball	"	Martin Hall	Georgetown	George Smith		
James Buck	"	Peter Heal		John Taylor		
Jacobus Bailey	"	Joseph Hilton	Woolwich	Thomas Tolman		
Joseph Chandler		James Jonson		Wm. Usher		
Rodger Chase	Winthrop	Wm. Lancy	*	Daniel Wyman	Winthrop	
Seth Delino	"	Enos Moffat	Cabececouly	Samuel Walker		
Joseph Farley		John McKnight	"	Abel Whittier	Cabececouly	
Nath'l Fairbank	Winthrop	Ebeneza Place		Lemuel Williams	Woolwich	
David Foster	"	Reuben Page		Christopher Woodbridge	Witchcapit	
Timothy Ferington		Timothy Plummer	Woolwich	Solomon Whittier	Pownalborough	
Thos. Foot	Georgetown	John Pumroy		Nath'l Webb	Woolwich	
Wm. Gileriace		Wm. Puling	Winthrop	Samuel Young		
				Joseph Jordan	Cabececouly	

* Now Gardiner.

Camp on Winter Hill, October 7, 1775.

Arnold's Quebec Expedition. — Captain McCobb's company was detailed to join Arnold's expedition to Quebec, which left early in September. As each company detailed on that expedition was to be constituted of sixty-four men, Capt. McCobb must have raised the additional number of twenty men at Georgetown, for it was known for a certainty that when the transports passed up the Kennebec Capt. McCobb joined the fleet with a company of soldiers (*vide* Col. Andrew Reed). As he was in Col. Enos' command he returned to Cambridge with that officer, arriving prior to Oct. 30, as at that date it is recorded that steps were taken for the payment of these troops (Mass. Archives).

Militia Join General Washington. — The troops of Long Reach were attached to a regiment of the brigade commanded by Brigadier General Charles Cushing of Pownalboro. One regiment was detached from this brigade with orders to join the American army then under General Washington at Cambridge. The regiment was commanded by Col. Samuel McCobb, Lieut. Col. Dummer Sewall of Bath, and Major George White of Topsham, commissioned Feb. 14, 1776, and arrived at the headquarters of the commander-in-chief in 1776, and was immediately ordered to Rhode Island, where Lieut. Col. Sewall was appointed muster master for the province of Maine, returned to perform the duties of that appointment, and was engaged in this service during the remainder of the war.

The regiment operated with the army during the campaign, and when the time of service of the detachment expired many enlisted in the Continental army. Of the officers, Capt. Benjamin Lemont and Capt. John Lemont of Bath were among those who remained.

Of the soldiers who re-enlisted and were living in Bath in 1833 were: William Brown, John Sampson, John Farrin, Joseph White, Thomas Crawford, John Holbrook, Philip Higgins, David Lemont, David Clifford, James M. Mitchell, and Thomas Lemont (*vide* Gen. Sewall).

Attached to this regiment was an artillery company commanded by Jordan Parker, Phipsburg, Captain; James Pattee, Arrowsic, 1st

Lieut.; Theophilus Batchelder, Phipsburg, 2d Lieut.; commissioned Aug. 21, 1777. There was a total enrollment in the regiment of 701 men and officers, of which 129 were in the Continental army in active service together with one major, three captains, and three subalterns; there were two of the men in the navy and twenty-one in private vessels serving as Lettres of Marque. On Aug. 1, 1777, 420 men are borne on the train—band left in Georgetown.

Regimental Muster Roll, Georgetown, Nov. 19, 1778.

Colonel, Samuel McCobb,	com'd Feb. 14,	1776,		Georgetown.
Lieut. Colonel, Dummer Sewall,	"	"	"	"
First Major, John Hews,	"	"	"	Pownalboro.
Second Major, James Hunter,	"	"	"	Topsham.
1st Co., Captain, John White,	"	July 1,	"	Georgetown.
" 1st Lieut., John Potter,	"	"	"	"
" 2d Lt., Jas. Drummond,	"	"	"	"
2d Co., Captain, Jas. Mustard,	"	"	"	Topsham.
" 1st Lieut., David Reed,	"	"	"	"
" 2d Lieut., Robert Hunter,	"	"	"	"
3d Co., Captain, John Perry,	"	"	"	Georgetown.
" 1st Lieut. (vacancy).				
" 2d Lieut., Hetherly Foster	"	"	"	"
4th Co., Captain, James McCobb,	"	"	"	"
" 1st Lieut., Wm. Sprague,	"	"	"	"
" 2d Lieut., Wm. Lee,	"	"	"	"
5th Co., Captain, Elijah Grant,	"	"	"	Woolwich.
" 1st Lieut., Nath'l Tibbets,	"	"	"	"
" 2d Lieut., Elemuel Trot,	"	"	"	"
6th Co., Captain (vacancy).				
" 1st Lt., Gab'l Hambleton,	"	"	"	Pownalboro.
" 2d Lieut., John Hilton,	"	"	"	"
7th Co., Captain (vacancy).				
" 1st Lt., Thos. McFadden,	"	"	"	Georgetown.
" 2d Lieut., Seth Tarr,	"	"	"	"

First Regiment Militia, County of Lincoln, August, 1771. Colonel, William Lithgow; Lieut. Colonel, Charles Cushing; Major, Samuel Goodwin. First Company, Georgetown, Captain, John Parker; Lieut., Thomas Williams; Ensign, George Rogers. Second Company, Captain, Thomas Moulton; Lieut., Samuel McCobb; Ensign, John White.

8th Co.,	Captain, Actor Patten,	com'd	July 1,	1776,	Topsham.
"	1st Lieut., Jas. Purington,	"	"	"	"
"	2d Lieut., Sam'l Tibbets,	"	"	"	"
9th Co.,	Captain, Benj. Lemont,	"	"	"	Georgetown.
"	1st Lieut., Benj. Ham,	"	"	"	"
"	2d Lieut., John Mereen,	"	"	"	"
10th Co.,	Captain, Robert Patten,	"	"	"	Bowdoinham.
"	1st Lieut., Geo. Thomas,	"	"	"	"
"	2d Lieut., Alex. Potter,	"	"	"	"
11th Co.,	Captain, Solomon ——,	"	Sept. 17,	1776,	Woolwich.
"	1st Lieut., Moses Hilton,	"	"	"	Pownalboro.
"	2d Lt., Sam'l Sylvester,	"	"	"	"
Capt.,	Jordan Parker, of Artillery Staff,		Aug. 21,	1777,	Georgetown.
1st Lieut.,	James Pettee,	"	"	"	"
2d Lt.,	Theophilus Batchelder,	"	"	"	"

FIELD AND STAFF OFFICERS OF COL. SAM'L MCCOBB'S REGIMENT. GEN. LOVELL'S BRIGADE, Sept. 17, 1779.

Lieut. Col., William Howard,	Adjutant, William Stinson,
1st Major, James Hunter,	Quartermaster, Arthur Lithgow.
2d Major, Ezekiel Pattee,	Surgeon, Zacheus Flitner.

(*vide* Mass. Archives.)

At Siege of Castine. — In June, 1779, an expedition was ordered by the General Court of Massachusetts to dislodge the enemy from Castine, or as it was then called "Biguyduce." In this campaign we again find Col. Samuel McCobb at the head of his regiment, from which were detached for the attack on Biguyduce one hundred and twenty men, who were to rendezvous at Townsend and join the army under Gen. Lovell, the transports having been ordered to touch there to receive the Kennebec forces. The balance of men to fill up the regiment were raised at towns east of the Kennebec while the troops were on their way to Castine. Of Col. McCobb's detachment there were killed in the attack Capt. John Hinkley of Georgetown and Miller Hinkley of Bath. The troops detailed from the Kennebec for this expedition were transported by Capt. Benjamin Donnel in his own vessel from Bath to Boothbay.

It is well known by historians that the siege of Castine proved a failure from obvious causes: — the commodore of the fleet acting in conjunction with the land forces did not promptly co-operate, and the delay enabled a reinforcement from Halifax of armed vessels of the enemy to arrive in sufficient force to destroy our transports and break up the siege.

At an early stage of the siege if the general in command had demanded surrender of the enemy's fort, it would have been accepted, according to a statement made by the British commander subsequent to the battle.

Upon the breaking up of the siege the soldiers had to find their way home the best they could, through forests and swamps and across rivers, because their transports were in the hands of the enemy.

While at his own home at Thomaston, after the retreat of his forces, General Wadsworth was surprised, while in bed in the night, and captured by a party of the enemy after valiantly defending himself with his sword, musket, and other weapons until wounded. Subsequently, Col. Samuel McCobb was appointed in his place Brigadier General for the Eastern Division of the District of Maine.

Subsequent to the return of the army from Castine, a court martial was held upon the conduct of Col. Paul Revere in the attack upon the fort at Biguyduce, and the testimony at the trial given by Col. Samuel McCobb is of sufficient interest to print it in full as below, as Bath officers and men took part in the expedition.

A true relation of facts concerning the Penobscot expedition: July 23, 1779, by order of Gen. Lovell, I embarked my regiment on board the transport detailed to convey us to Penobscot, and the next morning set sail for that place.

July 24. Arrived at Fox Islands in the bay of Penobscot, where we remained that night without any particular annoyances.

July 25. Arrived off Majabagaduce; attempted to land, but the wind blowing hard it could not be effected.

July 26. The marines took a battery on Banks Island and landed two eighteen pound cannon, which caused the enemy's ships to move farther up the river.

July 28. We landed early in the morning in opposition to a severe firing of musketry from the enemy, where some were killed and wounded on both sides. The remainder of the day was spent in throwing up a breastwork and getting up cannon.

July 29. This day was passed in fortifying and reconnoitering.

July 30. This day opened a battery of two eighteen pounders, one twelve, also one howitz.

July 31. Continued cannonading all this day.

Aug. 1. At three o'clock in the morning stormed a battery, bunting three six pounders on the left of the enemy's main fort, bordering on Majabagaduce River, supposed to have had fifty men in it; found five of the enemy dead and took fourteen prisoners. This was effected by a detachment of militia and marines under command of Gen. Wadsworth.

Aug. 2. Nothing remarkable.

Aug. 3. This day began a battery on the main to annoy the enemy's shipping. Next day opened said battery, but to no great purpose, being too great a distance.

Aug. 5. A party was ordered on the left of the enemy's main fort in order to draw them out; at the same time a party lay in ambush to cut them off from their fort, which took, agreeable to the general expectation, but the party ambushed not pushing with vigor failed in the attempt.

Aug. 6. A council of war held to inquire if it would be expedient to storm the enemy's main fort, the result of which lays before the court.

Aug. 7. Held a council of war with the officers of the navy, the result of which is also before the council.

Aug. 8, 9, 10. Frequent skirmishing in order to bring the enemy to general action, which they carefully avoided.

Aug. 11. Two hundred men under the command of Majors Brown and Branville were ordered to take post on the enemy's left, near the battery we had stormed Aug. 1, there to remain until a signal for retreat was made; said order was punctually obeyed, a

party of the enemy lying concealed behind a barn, not daring to appear until our troops were on their retreat, then rushing into the battery began a smart fire which caused our troops to retreat in some confusion, notwithstanding the activity of the officers to keep them in good order.

Aug. 12. A council of war was held, the purport of which is before the court.

Aug. 13. The General declared that this day he would take post in rear of the enemy and endeavor to bring them to a general action, for that he would rather die in the attempt than raise the siege or leave the Commodore any further excuse not to co-operate with him, for which purpose he drew up his troops, and after taking necessary measures he marched off at the head of two hundred men and took the rear of the enemy's main fort. Capt. Burke then being with him, he requested him to go on board of the Commodore and inform him that he had taken post in the rear of the enemy, and also to request him to come up the river and destroy or take the enemy's shipping. This desire of the General to Capt. Burke he told me of soon after he was gone off the ground. Immediately after a signal appeared on board the Commodore for the shipping to get under way, which being complied with gave us to hope the Commodore intended to comply with the General's request; but the enemy's fleet appearing in sight at the same time prevented anything being done. At about sunset the General marched in with his troops. At 12 o'clock at night the General sent for me and gave me orders to have my regiment in readiness to leave the post at a minute's warning. At three in the morning I marched down to the water side with my regiment, carrying all the shot and every other article with us that then remained on the ground. At five the whole of the troops were embarked on board the transports, which immediately began to tow off from the shore, it being eight when I went on board the General's sloop and received orders to go up the river, for there he intended to erect a fort to cover the shipping. A small breeze of wind springing up, the transports got under way and stood up the river till the ebb tide met them opposite Fort

Point, when the whole of them came to anchor. Our ships at this time lay below in a line of battle, waiting for the enemy to come up. About one o'clock I saw to my great surprise the whole of our ships bear away before the wind and stand up the river, the enemy's ships following them. A small breeze springing up to the southward, the whole of the transports were ordered under way and proceeded up river. But before our transports got up the river as far as the ledge, so called, a very rapid place of tide, some of the armed vessels began to pass them, hailing to the transports as they came up with them to clear the way and let them pass, by which means many of the transports were run ashore, and the whole of the armed vessels got past. Finding ourselves in this situation with the enemy's ships within shot, we began to land our troops about 6 P.M., and at 7 had the whole of them on shore, the enemy's ships at this time being within reach of us with grape shot. While we were in this scene of confusion, I saw a sloop not far from me with some men on board her very busy cutting off her sails and heaving them into a flat-bottomed boat. At the same time two sloops who lay nearest the enemy had on board two companies of men each, and no boat to either of them, the men crying out for assistance. I hailed the sloop and ordered them to send the boat off or I would fire on them, but they paid no regard to it until they got off their sails. By inquiry for the master of her, I found that one Drinkwater commanded her, and Col. Mitchell was aboard, but gave no order to the master of the sloop to send off the boat to the assistance of the troops, though exposed to the enemy's shot.

SAMUEL MCCOBB, *Colonel.*

Question. Whether there was any general order given at the time of retreat, and what place to retreat to?

Answer. I saw no general orders, but received a verbal order to repair to the General's tent, where he gave me verbal order to get my men ready to march at a minute's warning, and afterward to embark and go up the river, where he said he intended to fortify and secure the ships. Accordingly I proceeded up the river till the enemy came within point blank shot before I landed my men.

SAMUEL MCCOBB, *Colonel.*

The above deposition with the answers to the above questions sworn to in court Sept. 28, 1779.

Attest, O. PEABODY, *Clerk.*

I remember receiving the order I issued on the 30th of July, contained in the adjutant general's copy before the court, in which Col. Revere and his corps are particularly ordered to encamp on shore.

SAMUEL MCCOBB, *Colonel.*

Sworn to as above, O. PEABODY, *Clerk.*

FIELD AND STAFF OFFICERS OF EASTERN DEPARTMENT.
DISCHARGED DEC. 1, 1781.

Colonel, Samuel McCobb,
Surgeon, Samuel Duncan,
Surgeonjs Mate, Moses Wing,
Adjutant, George Ulmer,
Quartermaster, George White.
Colonel's Clerk, Joseph Beath.

Deprivations During the War. — During the continuance of the Revolutionary war, the people were compelled to sacrifice not only ordinary comforts, but often the necessities of life. This was done cheerfuly and hopefully. Multitudes of people who had lived in affluence were at times destitute of bread, and many of them would flock from a distance of twenty miles to the clam banks of the sea coast to obtain food for their families. So large a number of the able bodied men were in the army, that farms could be cultivated only to a limited extent. Their absence bore heavily upon the women at home. These sacrifices were borne with cheerfulness. Their patriotism never wavered; they encouraged their husbands, sons, and brothers to answer to the calls of their country, fitted them out with necessary clothing, helped them "run bullets," and filled their knapsacks with provisions for their march to the front. All through the long war, the American soldier felt that he had this powerful backing. In fine the women were the power behind the patriot cause.

At the time of the Revolutionary war, and for a quarter of a century after, "cocked hats" were worn to some extent by civilians as well as soldiers. The idea of the shape was to have three side flaps to turn up and tied together at the apex to turn down to protect

the neck and shoulders in rainy weather. The military chapeaus of officers of the militia were similar in shape, with two turned up flaps and ornamented with a round feather of considerable height; usually for the infantry feather of white tipped with red, and artillery black; the flaps not to let down. The "independent" company officers had a different style of hat, such as suited the taste of those wearing them.

The soldier of the militia companies wore on duty his ordinary clothing, of dark jacket and trousers, and the independent companies had each their own showy style of dress uniform.

The uniforms and trappings of the horses of field officers, especially of the generals and their staffs, were very much more showy and glittering than is the style of this day.

With light colored buckskin breeches, shiny red top boots, gold laced coat, glittering epaulets, white buckskin gloves, gold enamelled sword, handle and sheath, red sash around the waist, and a magnificent beaver chapeau with a flowing feather waving in the air, mounted on a richly caparisoned and spirited charger with gilded bits, the general officer was a conspicuous figure on dress parade and review with his equally gay staff behind him — riding down the front of the line, chapeau in hand, returning in its rear, taking positions on a rise of ground at the front and center of the line, while the regiment or brigade marched in column of platoons before him and his staff. The muster field was in those days the scene of magnificent display, greatly enjoyed by a crowd of lookers on. The grounds were invariably surrounded by booths and tents furnishing refreshment supplies for the multitude.

The pay the soldiers and officers received for yearly military duties was a half dollar on muster day to buy his dinner, the money furnished by the treasurer of the towns to which each company belonged.

Bath Men Active in the Revolution. — Francis Winter, Dummer Sewall, Capt. Nath'l Springer, John Weeks, John Lemont, Joseph White, David Trufant, Nath'l Donnell, Capt. Jacob Low, Simeon Turner, Capt. J. M. Mitchell, Luke Lambert, Sr., Capt.

Joseph Stockbridge, Capt. Benjamin Lemont, Joseph Lambert, Capt. James Lemont, Dummer Sewall, Jr., Capt. John Wood, George Philbrook, Major E. H. Page, Elisha Shaw, Major Joshua Shaw, John Sanford, Capt. Wm. Swanton, Samuel Bean, Isaiah Crocker, Sr., John D. Sewall, Hatherly Foster, Wm. Brown, Joshua Philbrook, John Farrier, Patrick Grace, John Holbrook, Thos. Crawford, Philip Higgins, Jesse Osgood, David Clifford, David Lemont, David Ring, Samuel Lemont (first man killed at Saratoga), Joshua Raynes, Jesse Holbrook, Thos. Lemont, John Berry, Mr. Jones, Jonathan Sargent, (*vide* Lemont.)

Among the citizens of the town who served in the war of the Revolution at different periods were William Swanton, Joshua Shaw, Isaiah Crocker, Jr., Luke Lambert, Patrick Grace, Joshua Raynes, Edward H. Page, Nathaniel Springer, Joseph Stockbridge, John Holbrook. Joseph Stockbridge was at the siege of Yorktown and served as sergeant in the corps of light infantry, under General La Fayette.

Peleg Tallman was a sailor of the Revolution, having served in several privateers, and was first taken prisoner by the British at the age of 11 years, from the second vessel in which he served. Capt. Tallman afterward lost an arm at the shoulder in the action between the privateer Trumbull and the English letter-of-marque Watt. Later he was captured again by the British and confined about two years in English prisons, until peace was declared, when he made his way to the United States where he accumulated a comfortable fortune, serving meanwhile in the Legislatures of Massachusetts and Maine, and Representative to Congress. He died at Bath, March 8, 1841, at the age of 77.

Privateers cruising along our coasts during the war of the Revolution entered harbors, rivers, and even coves, committing all kinds of depredations on the land, burning vessels found in port, and out to sea capturing coasters as prizes. In these expeditions they were often aided by tories on shore. The most annoying of these privateers were the Nova Scotia craft, termed **shaving mills,** having open decks, with sails and sweeps, and manned by six or eight armed

men. With their light draught they could easily dodge in and out of a creek or river, capture coasters and fishing craft. They were difficult to provide against or capture.

Incidents of the War. — In 1775 there lived in Wiscasset a radical tory, also an officer of the British army under the patronage of this tory; both very arrogant and obnoxious to "Young America." The young men of Bath and Wiscasset joined forces to humiliate these individuals by giving the officer a coat of "tar and feathers" and a night airing on a rail through the streets of Wiscasset. The Bath boys took advantage of the excitement and were active in confiscating a quantity of the lead pumps and hawse-pipes that had been brought from England for a ship of the aforesaid tory, and before daylight they had seen the result of their work under the brush and bushes at the head of Philbrook's Cove. This lead was contributed to every new recruit for the army, a pound and a half to each man. This supposed 700 pounds of lead was an item for the good cause, as lead was scarce and high. Many a hugh pewter platter on which baked beans and brown bread were served had been melted and cast into balls for the use of the army in defending the country.

In August 1770, two British private armed vessels came up the Kennebec as far as Jones Eddy, in pursuit of an American schooner that they had chased into the river, and outsailing the privates passed up to Bath. They anchored in the Eddy at night, and the alarm was immediately given. A detachment from Long Reach companies, under command of Capt. Nathaniel Springer, took post on Bluff Head, and with two field pieces, one of which was commanded by Sergt. Edward H. Page, cannonaded and severely annoyed the enemy during the night. Several on board the ship were killed, and at daylight the next morning they slipped their cables and went to sea. On their way down the river they were pursued by the Americans in boats, in one of which was Capt. Springer. On the point at Butlers Cove, some of the Georgetown soldiers, supposing the pursuers to be a part of the enemy, fired on them, and killed Capt. Springer.

Arnold in the Kennebec. — In September, 1775, when Gen. Arnold with 1100 men passed up the Kennebec on their expedition to Canada, his flotilla came to anchor at Parkers Flats. It was told by the deacon himself that Parson Emerson with Deacon Parker went on board Arnold's vessel and the parson prayed one hour and three-quarters for the success of the expedition. Parker was a captain during the Revolutionary war; a lion to the enemies of liberty, a lamb in the church. The deacon gave a particular description of Colonel Daniel Morgan, with whom at that time he had some conversation. He said that he was a giant in size and of great physical strength. He had the motto on his cocked hat in large letters, "Liberty or Death."

John Parker. — During the war of the Revolution, British men of war often came into the Kennebec and anchored at Parkers Flats opposite Captain John Parker's farm, and would send boats ashore and carry off cattle and sheep. They would also obtain supplies of dairy products from the house, promising to pay for them, which they usually did do. It is related that, on one occasion, sailors from one of these ships having made some purchases of the kind went away without paying, but promising to return in the morning and make payment. But the next morning the old gentleman discovered the ship getting "under weigh" to go to sea. He immediately proceeded to the shore, mounted a high ledge, and angrily hailed the ship, loudly calling out, "You Englishmen, you! You Englishmen, you! Come ashore and pay what you owe me. The man of war replied by sending a cannon ball at the enraged man. It struck a smooth, perpendicular ledge immediately below where he was standing, and the round print of the ball remains in the rock to this day. The ball was afterwards picked up on the flats at low tide, and was kept in the old timber house of John Parker until it was taken down and the ball lost. In his youthful days this author often saw this ball in this house and the indenture in the ledge.

Philbrook. — In May, 1766, Job Philbrook and an Irishman by the name of Maloon were at work plowing where John Shaw's

garden afterwards was, and both were captured by Indians and marched off towards Canada, leaving their yoke of oxen hitched to the plow. As they moved away and had crossed Whizgig and were hurried on by the Indians, Maloon exclaimed to Philbrook, "And who do you think will take care of the oxen to-night?" The owner of the oxen was so incensed at the Irishman's levity that he was about to strike him, when Pat quickly added, "Never mind, I'll soon do it myself," which was nearly verified. Reaching the St. Lawrence, Maloon was sold to a gentleman just embarking for Europe, and when near the mouth of that river the ship was captured and taken to Boston, where Maloon was released, and returned to Bath after an absence of six weeks. In October following Philbrook was exchanged and returned home.

Organization of the Town of Bath.

Petition to the General Court.

To the Honorable Senate and House of Representatives in General Court Assembled.

The petition of the second parish of Georgetown, in the County of Lincoln, by their committee duly appointed for the purpose hereafter mentioned, humbly showeth that the second parish is situated on the western side of the Kennebec River, a place called Long Reach, and forms the upper division of said town of Georgetown, and is bounded as follows, viz.: Northwesterly by New Meadows River, so called; northerly and easterly by Merrymeeting Bay; southerly by Kennebec River; and southerly and westerly by a large creek called Winnegance; and by said creek by an old Indian camping place in the line which separates the second parish.

The committee flatter themselves that your honors will easily perceive its detached situation from the lower division of said town, which, together with the badness of traveling in this part of the

country, and the great distance the said parish is from the center of said town, where public town meetings are usually held, conspire to prevent the inhabitants from attending said meetings, however necessary or important the occasion may be, unless with the greatest difficulty, fatigue, and loss of time, the consequence of which is that a large portion of said inhabitants, discouraged by such complicated difficulties, seldom give their attendance at all, and town meetings are frequently held and affairs of the greatest public importance usually transacted and decided upon without the said inhabitants having any voice in the matter; and the people of the lower part of the town, sensible of the peculiar hardships which the inhabitants of said second parish labor under on other accounts, at a meeting of said town, legally held on the 23d day of May last, a unanimous vote of the said town was passed, signifying its consent that the said second parish might be incorporated into a separate town by itself. A copy of which vote the committee beg leave to lay before your honors.

The said inhabitants, influenced by motives of public utility and an ardent wish to be supported in the enjoyment of those privileges which every freeman ought to hold sacred, the privilege of having a vote in all matters which concern themselves or the communities of which they are a part, humbly pray (by the communities aforesaid) that your honors will be pleased to take the case into consideration and grant that the said second parish may be set off into a separate town by the name of Bath, with all the powers, privileges, and immunities of incorporated towns, and your petitioners will ever pray.

DUMMER SEWALL,
BENJ. LEMONT,
JNO. WOOD.

GEORGETOWN, 29th October, 1780.

At this date there were forty families in the parish.

The Act of Incorporation. — An act for incorporating the second parish in Georgetown, in the County of Lincoln, into a separate town by the name of Bath.

WHEREAS, The inhabitants of the second parish of Georgetown, in the County of Lincoln, have petitioned the legislature of this

commonwealth, setting forth that great inconvenience accrues to them by their being continued a part of said town, on account of the detached situation of the said second parish from the lower division of said town; and whereas it appears that the representation of the said inhabitants as stated in their petition is founded on facts; Therefore,

SECTION 1. Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, that the said second parish be, and it hereby is, incorporated into a separate town by the name of Bath, with all the powers, privileges, and immunities of incorporated towns.

SECTION 2. And be it further enacted by the authority aforesaid that the bounds of the said town of Bath be, and they are hereby, as follows, viz.: Northwardly and westwardly by New Meadows River, so called; northwardly and eastwardly by Merrymeeting Bay; southwardly by Kennebec River; southwardly and westwardly by Winnegance Creek, so called; and from said creek by a path, which was formerly an Indian carrying place, as said path runs to the nearest part of Casco Bay.

Provided, notwithstanding, that the said inhabitants be held to pay their proportion of the public tax, which is now assessed on said Georgetown and remaining unpaid; and also that they be held to comply with all other requisitions of government on the said town of Georgetown prior to this act, as though the same had never been made.

SECTION 3. And be it further enacted, that Samuel Harnden, Esq., be, and he is hereby, empowered and directed to issue his warrant to some principal inhabitant of said town, requiring him to warn the inhabitants thereof to meet at such time and place as he shall therein set forth, to choose all such officers as towns are by law required and empowered to choose in the month of March annually; at which meeting all the then present male inhabitants upwards of twenty-one years of age shall be admitted to vote.

This act was passed February 17, 1781.

The people petitioned to have the town named Reach; but it was finally decided to adopt the name of Bath.

March 19, 1781, Samuel Harnden of Woolwich called the first town meeting, at which he presided, in the old meeting-house. John Wood was chosen town clerk; William Swanton, Benjamin Lemont, and Joseph Berry, selectmen. Ten thousand dollars were raised to pay for the enlistment of soldiers for the Continental army. This being in the depreciated Continental paper money, it would be only equal to five hundred dollars of coin. For current expenses of the town, the sum of four thousand dollars was voted. William Lithgow was chosen representative to General Court, and his pay was two shillings and sixpence a day, sterling money.

Bath was the first town incorporated under the constitution of the State of Maine after the organization of its government in 1820.

Town Clerks. — 1781, John Wood; 1782, Dummer Sewall was chosen and held the office until 1793; when Francis Winter was chosen and served until Christopher Cushing was elected in 1801; and the next year Francis Winter was again elected; Major David Shaw was elected in 1803 and was continued in the office forty years.

Upon the organization of the town no representative was sent to the General Court for the first three years. Francis Winter was elected to the office in 1784, and re-elected until 1799, when David Shaw was chosen by a majority of two votes over James Davidson. The town voted not to send in 1800. Joshua Shaw was elected for 1801 and 1802; Samuel Davis for 1803; William King for 1804 and 1805; William King and Peleg Tallman for 1806, the representation having been increased to two members from Bath (*vide* Joseph Sewall).

In 1787, Bath sent Dummer Sewall a delegate to the convention held at Boston to act upon the constitution submitted to the states for ratification, and the delegate voted for its acceptance.

In 1792 and 1793 small pox raged in Bath to the extent that a special hospital was built at Donnell's Pond in which to place victims to its ravages.

In the earliest days of its business career Bath had a formidable rival as a mart of trade and commerce for the Kennebec in a point farther down the river.

Jones Eddy. — About four miles below Bath Bluff Head juts out as the south point of the narrows on the east side of the river, where the waters suddenly expand, forming a wide cove. With either the flood or ebb tide there is always slack water for a considerable distance. The early settlers used this cove for booming timber designed for shipment. At the Eddy is good anchoring ground. Trading craft on the river in ancient times often made it their trading point. Before the war of the Revolution, English ships coming into the river to load with timber usually came up as far as the Eddy and remained there to load. It was considered the head of navigation on the river, as the sharp bend of Fiddlers Reach was difficult to navigate. Besides, Bath was then a place of inconsiderable importance; the lower end of Arrowsic was more so.

The Eddy was brought into prominence by Charles Vaughn, of Boston, who was a merchant of wealth and a brother of Dr. Benj. Vaughn, of Hallowell, the founder of the large Vaughn estate there. His attention seems to have been called to the business capabilities of the Kennebec from the circumstance that he had some collateral interest in the famous Kennebec Purchase. In 1793, Bath had not become a commercial center, and Wiscasset was the metropolis for all this section of country. It was the great maratime port. The export and import of merchandise of Bath and the entire river was through Wiscasset. Mr. Vaughn, in connection with some English merchants, undertook to make Hallowell the central point for the Upper Kennebec and Jones Eddy for the Lower Kennebec. The Jones map was prepared at Vaughn's expense and designed for the use of navigators of th. .umerous vessels that might frequent the river. Vaughn employed a salaried agent from Boston to conduct the business, built a house, a store, a large wharf, a close dock and booms for masts and spars, with other conveniences for trade. But the ships never came; the enterprise failed and so did Mr. Vaughn. Yet the tide ebbs and flows at Jones Eddy all the same. It had been found that ships could safely sail to Long Reach, that the

Eddy was on the wrong side of the river for country trade, and that Bath was the natural center for the commercial business of the Kennebec River and Valley. Energetic and able men saw this, settled at Bath, and made it the commercial mart of the river.

This Eddy derived its name from John Jones. From a peculiarity in his complexion he was denominated Mahogany Jones. He made a map of the river in 1793 from Seguin up through Fiddlers Reach. That the map contains a minute description of the Eddy is the possible reason that it took the name of Jones. He did not reside nor have any interest there, but lived at Pownalboro, where he had been in the employ of the Plymouth Company as surveyor, and finally became a resident of Augusta. At the time of the Revolution he was a violent tory, and was one of a small party who seized Brigadier General Cushing in his house at Pownalboro, while in his bed, and delivered him to the British forces at Castine.

Fiddlers Reach is an elbow bend in the Kennebec at the lower extremity of Long Reach, and, according to well-authenticated tradition, derives its name from the drowning of a fiddler from a sloop sailing up the river at an early date. When she was passing through the bend of the river, the people on board of her on coming in view of a reach of water four miles long became greatly elated, and a fiddler who was on board went out on the bowsprit to play a tune, when just at that time the wind slat the jib and knocked him overboard and he was drowned.

The northeastern bend of the two reaches is termed Doubling Point, for the reason that upon entering or leaving the reach this point has to be doubled.

Reminiscences. — The Hon. Jonathan Hyde, who first came to Bath in 1792 as a trader during the summer months, returning to his home in Connecticut in the fall, and permanently located here as a merchant in general trade in 1799, wrote out in 1846, for the use of his children, some of his early experiences in this section, of which the under-written extracts may be of general interest in this volume, as showing the state of society and business and the appearance of the country in its state of nature.

Saml J. Patten

"In 1792, all below Bath on the river and seaboard, the islands, were all covered with trees; Seguin was like a dark forest standing high in the ocean, and as we first approached it from the sea, it being a little hollow in the middle, always appeared like a very great saddle; Wood Island was thickly covered, but there is not a tree remaining on it; and the same of Stag and Pond Islands. There were but few houses; they were scattered along on the banks of the river in little green openings; could see a good many single deck schooners and sloops passing up and down, deeply loaded with lumber, all which, on coming in from sea, had a very romantic appearance. Bath did not appear much like a village; a few stores and a very few houses were near the river, and a few houses were scattered along on the country road which is now High Street; there were no roads, streets, or buildings between that road and the river; it was chiefly pasture where the city now is, considerably covered with trees and bushes.

I was present at a review of a regiment of infantry; two officers were present, I believe as spectators, who had been in the Revolutionary service. The colonel who commanded the regiment seemed to be very much vexed at the awkwardness of his men, and the distinguished gentlemen and other spectators were much amused with his awkwardness; he was mounted on a black steed that had survived many hard winters; he was in no danger from enemies; the crows would not peck his bones, for he had no flesh on them. The brave colonel had on a black coat made in a peculiar style, an old cocked hat, small clothes coming down to his knees or nearly so, blue yarn stockings, cowhide shoes, and great iron spurs not very bright; had a great broadsword which may have been the one formerly used by Goliath; if it was so, its age will account for its being very rusty. He would frequently get very angry with his soldiers and would attempt to ride in among them to chastise them, but before he could get his nag to move he had to put in his spurs, making his legs and arms go, flourishing his sword, yerking his bridle, using very great words, but before the horse would carry him to where he could cut off heads his wrath would abate and no one was killed. [Muster at that time was a little south of where is now the Phœnix Hotel.]

There were a number of log forts on the banks of the river; one on the southern end of Arrowsic Island, and one at the northern end opposite Bath. There were but three wharves at Bath. The meeting-house was one and a half miles back from the river; meetings were not very frequent; we sometimes went to Georgetown to hear the Rev. Ezekiel Emerson. I frequently saw old Sabattis, the Indian who piloted Arnold and his men through the wilderness to Quebec; also saw Capt. Coburn, who built the bateaux at Pittston to carry them up the river.

The appearance along on the main river above Bath and also on the Eastern river was quite interesting. A few farms having been cleared, mills and vessels were building; several villages were beginning to grow; and then on the eastern bank of the Kennebec was the Pownalboro court house, the seat of justice for this region of country comprising Lincoln county, which was all east of Cumberland county.

The great store owned by the elder Jonathan Davis (now Levi Houghton's, 1849,) had been lately built, and a large trade was carried on by him and his sons, Jonathan and Samuel. I occupied a store near there.

The inhabitants at and near Bath were generally industrious, rather rough in their manners, though kind, civil, and hospitable, fond of getting together and having a row; a great proportion would work hard through the day and be drunk at night; a few were reputable, and some were very pious. The females were civil to strangers; were kind and somewhat agreeable; not generally very handsome and not overstocked with neatness; a few were quite accomplished; such were generally from other parts. There were but few schools and little preaching, mostly Methodist."

The Great Embargo. — When the war between Napoleon and England was in progress, it marked an important era in the business interests of Bath. France, England, and the West Indies were more important to us than all the rest of the world. Pine and hard wood, lumber, provisions, and fish were our staple products. The immediate neighborhood had little agriculture, and the town no

manufactories. Merchants were largely engaged in the West India trade with brigs and topsail schooners, doing carrying trade for both belligerent nations. Bath had never seen such days of prosperity as those at the opening of this nineteenth century. Real estate rose in value in all parts of the town. The building of vessels and its collateral industries were in full activity and profit.

In building vessels no ready money was required except to pay for labor. Materials could be had on easy credit. Frequently one voyage of a vessel would pay its entire cost. The bulk of outward cargoes was lumber. This was bought here for $8.00 a thousand and sold in the West Indies for $60.00. The return cargoes would chiefly consist of rum, sugar, and molasses, on which the profits would equal those of the outward cargo. They brought also bags of specie. People grew rich and extravagant.

All at once this prosperity was struck dead by the embargo act. Many merchants, heretofore of high standing, failed. Improvements in progress in the town then ceased. The embargo, as will be remembered, was during the Jefferson administration. Napoleon and England were in deadly conflict. The former issued his famous Berlin and Milan decrees, declaring that vessels of neutral nations trading with the ports of Great Britain, or carrying English goods, would be subject to seizure and confiscation. England retaliated with Orders in Council against neutral vessels trading with French ports or loaded with French merchandise. Thus our foreign commerce was between two fires.

Dec. 22, 1807, authorized by act of Congress, President Jefferson issued an embargo proclamation, shutting up our foreign going shipping in every port in the country. The object of this act was twofold: First, to coerce both of the belligerent powers by retaliation; and second, apprehension that the persistency of our vessels in keeping up trade to the interdicted ports would involve this country in war.

Vessels Laid Up - Forthwith in January, 1808, there were hauled up at the wharves in Bath sixteen ships, twenty-seven brigs, of a total of 9,070 tons, besides some fore and aft schooners and

sloops. There was also prospect of war with either France or England, and commercial affairs presented a gloomy aspect. A meeting of citizens passed spirited resolutions "condemning the insolent manner in which the embargo was enforced." "The resolutions were highly applauded in Boston." Thus crushed between foreign and our own government, can it be wondered at that owners of American shipping should feel themselves justified in endeavoring to save themselves from absolute ruin by sending their ships to sea and taking their chances in illegal trade? Consequently it was attempted.

Hazardous Voyages. — The ship Sally of 380 tons, owned by John Richardson, sailed from Bath in February, 1809, with two commanders, Captain Rowe, of Bath, and Captain Mackey, a Scotchman. She was laden with lumber for London. William Richardson, a brother of the owner, went in her as supercargo. She was compelled to run the fort at the mouth of the Kennebec, from which she was fired upon. Some of her rigging was cut away and a cannon ball went through a topsail, but she got safely to sea. The voyage to London was made successfully and her cargo was sold there at great profit. This was the beginning of the successful career of William Richardson, who subsequently became one of Bath's prominent and wealthy ship-builders and owners.

On the voyage out this ship had an adventure. The crew belonged to Bath and vicinity and were intelligent men compared with what sailors are at the present day. When fairly at sea, knowing the ship had no papers and was in illicit trade, they calculated that they could take charge and did so, confining the officers below. Finally a compromise was entered into by which notes were given to the men for fifty dollars each, payable when the vessel shall have arrived at the port of her destination. When arriving, however, on the English coast William Richardson, on the pretext of being sick or for some other plausible reason, was set ashore at a remote place and was landed at some peril in the high surf. From thence he made his way to London, and when the ship arrived he was all ready with officers of the law to arrest the crew for mutiny, which

could be done under a special English law applying to vessels coming from a foreign port without legal papers. The men were let off by giving up the notes; some of them, after returning to Bath, did not relish being jeered about their unsuccessful escapade.

Brig Mary Jane. — Mark Langdon Hill and Thomas McCobb were partners under the firm of Hill & McCobb, doing business at Phipsburg Center, keeping a store, building and sailing ships. Hill married a sister of McCobb, and lived at their house while he was a single man and went to sea, commanding ships owned by the firm. They built at Hallowell and owned the brig Mary Jane. She was a low-decked vessel, square-rigged, and 156 tons burthen She was built expressly for the West India trade, to carry out boards, shingles, and scantling, and in exchange to bring back molasses, sugar, and rum. When the embargo law went into operation, the latter part of December, 1807, the Mary Jane was absent at sea and did not return till the spring of 1808, when she was put in full repair. She had brought home a West India cargo, was met by the embargo, and was laid up all that season. In November, 1808, Capt. McCobb made up his mind that the Mary Jane should go to sea. He communicated this to Judge Hill, who owned one-half of the brig. The Judge left the whole matter to Capt. McCobb. He proceeded to load the Mary Jane with a cargo for the West India market, and fitted her for sea.

To command her needed a man of nerve and activity. He knew the sea captains of Bristol; his eldest sister was married to Capt. William Nichols and was living there. He sent for Capt. Thomas H. Nelson of that town and he came. He was about thirty years of age, sharp and quick of action. The firm of Hill & McCobb transferred to him the vessel and cargo for $5,500, for which Nelson gave two notes, and the bill of sale was filed in the custom house in presence of Capt. Rowe and Parker McCobb, nephew of Thomas McCobb. Capt. Nelson took immediate command of the brig, had her sails brought from the warehouse and bent, and shipped a crew of home men. James Percy was mate, and James Cushing, Jr., second mate; both of these men afterwards became masters of West

Indiamen. Capt. Robert P. Manson, Sr., of Parkers Island, was engaged as pilot, for which service he was paid fifty dollars, ten times the regular fee.

McCobb directed everything on shore. William Owen, a boat maker, made the gun carriages for her four cannon, and Joseph Morse, the village blacksmith, made the bolts for them. Six or eight pitchforks, gathered up in the neighborhood, were put on board to be used in case an attempt should be made to board the brig as she moved down the river. At that time towns were, by law, compelled to keep a certain amount of ammunition in store to be used in case of emergency. In Phipsburg it was stored in the basement of the meeting-house at the Center. It is in tradition that a supply for the brig was taken from this deposit.

The brick store at the Center at this day is the same that was built by McCobb in 1806 and occupied by Hill & McCobb. The brig was moored at the end of the wharf that stood where is the present wharf. Although effort was made to keep the movement secret, it became known, and at night-fall there was quite a gathering of people at the store. To prevent the curious from going on board the vessel, guards were stationed at the head of the wharf. Parker McCobb afterwards said that as many as thirty men stood ready to aid and assist if called upon.

As there was universal dissatisfaction all along the New England coast at the restrictions of the embargo act, the general government had made preparations to enforce it. Accordingly special officers were employed by the collector at Bath to prevent breaches of the law during the embargo and non-intercourse, and particularly at the time the Mary Jane sailed. Among these officers was Col. Andrew Reed, whose residence was about a mile below the Center. He had in use a custom house boat, which was lying at his wharf on that eventful night, and men were sent down to cut a hole in her bottom to prevent her being used against the movements of the brig.

After the fort had failed in preventing the ship Sally from going to sea, Gen. Wingate, the collector of Bath, had fitted up a cutter, mounting six 6 pounders. He appointed Capt. John Lane, a Bath

man, commander of this vessel, who with necessary officers and twenty-nine men had taken charge of the same and anchored her in a position to command the passage of the river, at the upper end of Parkers Flats on the west side and opposite the house of Custom House Officer Andrew Reed, about one mile below the place where the Mary Jane lay at the wharf. Capt. Lane being acquainted with Capt. McCobb, and knowing his intrepidity and daring, kept a sharp lookout for the Mary Jane should she attempt to go to sea.

In December, 1808, the Mary Jane was loaded. Capt. McCobb asked for no clearance at the custom house. He armed the brig with four four pounders, two on each side. He also fitted up small spars on each quarter and along the sides and bows of the brig to obstruct boarders. He enlisted twelve daring and bold men, in addition to the crew, to convey the brig to sea. Capt. McCobb was the chief and leader. Parker McCobb was second in command. The men were all residents of the town. Not one of them weighed less than two hundred pounds. They were armed with guns and bayonets.

When these men arrived at the Center, according to appointment, they proceeded to the house of M. L. Hill, where McCobb boarded, and were invited to go in and take "something to drink," according to the custom of the times, and to eat supper, to which all sat down.

It had been arranged that as soon as the Mary Jane had got outside, the twelve men were to leave her and land, and for this purpose a reach boat, pulled by six oars, had been provided to make their way from the brig to the land.

It was determined that the brig should pass down the river to the sea at night, and everything was got in readiness. The extra crew, before they went on board, disguised themselves by blacking their faces, with the exception of Peter Carey, who was a mulatto of gigantic size and strength. Capt. McCobb said to Peter that he need not use the blacking brush on his face, as his natural color needed no paint. The night on which the Mary Jane left the wharf for sea was dark and gloomy, the wind blowing heavily from the north. Every man was on board and at his quarters. The guns were loaded and shotted.

The account of the passage of the brig down the river is given in the language of men on board of her: "At midnight, on January 2, 1809, the brig was cast off from the wharf, made sail, every man at his post, and passed down the river. As the brig came near the cutter, an officer hailed the brig, and receiving no answer fired across her bows without effect. The cutter then opened fire on the brig. Capt. McCobb returned the fire, and so for a mile or more the two vessels kept up a running fire with their great guns, the brig firing two shot to the cutter's one. No small arms were used on either side, and no attempt was made to board the Mary Jane by the crew of the cutter. Capt. Parker McCobb said afterwards that it was his opinion that no fifty men could have carried the Mary Jane, on her passage to sea. Notwithstanding the efforts of Capt. Lane, the brig safely passed down the river without any material injury. One of her round shot struck the cutter. No one was killed or wounded on either side."

When the brig came opposite the fort, the cannon not being in position, she was fired into with small arms, which did no damage excepting a little to sails and rigging. The brig returned the fire with cannon and muskets. The brig took passage between Seguin and Parkers Island, hauled her wind as near the land as was convenient, and Capt. McCobb, with his gallant volunteers, took to their boat, with their arms, and landed safely below Harmons Harbor, in Georgetown, early in the morning. Here the volunteers partially washed their faced at the house of James Williams. They crossed the island on foot to Butlers Cove, opposite the residence of Judge Hill, where boats were ready to receive them and carry them over the river. When they arrived, it took much warm water to restore their faces to their natural color. A warm breakfast awaited them at the house, and they were paid for their services.

The brig arrived safely at Demerara, where the vessel and cargo were sold at a high price. Capt. Nelson died there.

Ever after this event the McCobbs freely acknowledged the running of the Mary Jane out of the river as an illicit voyage, and believed themselves justifi in the act, on the ground that the gov-

ernment had no right to institute a measure that, in its effect, would sequester their property without just compensation.

The Sloop Adoniram. — During the summer of 1808, while the embargo was in force, Mark L. Hill and Thomas McCobb chartered of Benjamin Emmons of Parkers Island the fifty ton sloop Adoniram for a voyage to the West Indies, and Thomas Oliver of Phipsburg was placed in command. A quantity of cured fish was sent across the river from the warehouse of Hill & McCobb to where the sloop lay at Emmons wharf, and placed on flakes there to be thoroughly aired before being put on board the vessel.

The small schooner Washington was employed to take one hundred barrels of flour from the store of Hill & McCobb, in the night time, and proceed to the mouth of the river on a Sunday morning, where she lay off and on until the succeeding Sunday, when the Adoniram, having taken the fish aboard at Emmons' Wharf, came out of the river, and lying alongside of the schooner the flour was transferred on board of her. The sloop lay off and on at the mouth of the river, waiting for the schooner Washington to bring out to her additional freight, but there was such an excitement on shore that it was rendered difficult to bring anything more to the sloop, and the effort was abandoned. Capt. Oliver then received a letter from his employers, directing "me to lay off south five leagues from the island of Monhegan, and wear an ensign at the peak, in order that the Adoniram might be known by those who were to bring out to her in boats from Boothbay the remainder of the cargo. We accordingly lay there about one week, and in the course of that time about two hundred quintals of fish were brought to us in two small vessels, when we sailed for Demerara. We accordingly arrived at that port and sold both vessel and cargo for cash, and after remaining there thirty days, I received the pay in British and other gold," which was brought home by the captain in a bag, delivered to its owners, and weighed at Hill & McCobb's store (Capt. Oliver's affidavit).

The Schooner Three Friends. — During the winter of 1810 and 1811, the non-intercourse act then being in force, Capt. John

Mereen of Phipsburg was employed by Hill & McCobb to take command of the schooner Three Friends, which had been chartered of Gilmore Percy and others, and "take a cargo of lumber to Demerara, dispose of it there, and collect the proceeds of the sales of the brig Mary Jane and her cargo, which had been sold in that port in 1809." Having received verbal orders and instructions, Capt. Mereen sailed on the voyage, sold his cargo, and made the collection required, and returned with a cargo of rum and molasses, which was entered at the custom house as from an unprohibited port, and landed at Hill & McCobb's wharf in Phipsburg Center in May, 1811 (Mereen's affidavit).

It appears that Nathaniel Green, managing owner, with Simeon Colby, Humphrey Purington, William Frost, and Daniel Baker, all of Topsham, the other owners of the schooner Tobias, William Farrin, captain, was on a voyage from Bath to Bermuda, ostensibly cleared for St. Bartholomew's, a neutral port.

Joseph F. Wingate was collector of the port of Bath from 1820 to 1824. He appears to have been interested in a voyage of the schooner Abigail, James Merryman, captain, in company with Abraham Hammett, chartered from Thomas Skolfield of Harpswell, in November, 1813, to take a cargo of merchandise from Bath to the West Indies and return. The port made having been Bermuda, it was an enemy's port and was illicit trade. The schooner made a successful voyage, and on her arrival home must have been entered as coming from a neutral port (*vide* Wm. King).

Joseph F. Wingate was also interested with others in a voyage of the brig Leander on an illicit West India voyage in 1813, going to Antiqua, a British port. On her arrival home she was made to hail from a neutral Spanish port.

Feb. 14, 1814. "A number of vessels were complained of for having traded at Bermuda, an English port, they having recently arrived with sugars; Messrs. Green, J. F. Wingate, Benjamin Ames, Robinson, K—g, and others interested" (*vide* Zina Hyde).

The Adjustment. — "Jan. 16, 1809. News of a law requiring bonds for every loaded vessel, coastwise as well as foreign voyages.

March 15. News of the partial repeal of the embargo, and vessels begin to sail for foreign ports, England and France excepted" (*vide* Zina Hyde).

April 27, 1809. News of the amicable adjustment of differences between this country and England and France, giving us the same advantages we might have had before the commencement of the seventeen months' embargo. But in July of the same year a vessel arrived at Boston, bringing the news that the English government had repudiated that adjustment, declaring that her Orders in Council were to be in force as before, with the understanding that American vessels that had sailed on voyages relying upon the certainty of the adjustment would not be molested. To this trouble with England there was added the persistent impressment of American seamen by Great Britain for use in its navy.

Then followed the **Non-Intercourse Act** of May, 1809, of Congress, interdicting all commercial relations with English ports. As trade with the West India ports of that nation was of vital importance to our commercial marine, this restriction bore heavily upon the owners of Bath vessels. It continued until the commencement of the war with Great Britain, June 2, 1812.

"July 13, 1812. This day receive a decree of Napoleon Bonaparte that the Berlin and Milan decrees are repealed, which decree is dated 1811, but has never before come to the public knowledge; at the same time have a rumor of a change of the British ministry and the repeal of the Orders in Council" (*vide* Zina Hyde).

To the disadvantage of having all legitimate trade with English ports cut off during the war, were added two embargoes of limited duration placed upon not only foreign but coastwise vessels.

King and Ames Controversy. — In connection with illicit voyages of Bath vessels during the existence of restriction measures put in force by the general government, a notable controversy took place in 1824 between some leading men of Bath. Nathan Ames and Joseph F. Wingate were nominated to the United States Senate for appointment to government offices by President Monroe in 1823. They calculated upon the aid of General King to secure their

confirmations, but failed to obtain his influence. The rejection of Ames by the Senate was unanimous. Wingate received only one vote. It was said by General King that their defeat was occasioned "for their having been engaged in trade with the enemy during the war, as well as for other reasons."

Ames determined on revenge upon King, and was seconded by Wingate. Soon after reaching home from Washington they entered upon the crusade. It was the age of pamphlets; newspapers were few and small in size. In 1824, an anonymous pamphlet appeared that was known to be the joint work of Ames and Wingate. In it King was charged with having been concerned in illicit trade during the time of the embargo, non-intercourse, and war of 1812. These men had obtained affidavits from captains who had sailed on these voyages in vessels belonging in whole or part to King. These documents strongly implicated King as having been engaged in illegitimate trade. These were printed together with copies of letters to his captains, and consequently gave color to the statements of the captains. It was charged that vessels would clear for a neutral port, but went direct to a prohibited port, when, having sold and discharged cargo, proceeded to one of these neutral ports and took out clearance papers for Bath, or in some instances purchase at the port of discharge clearance papers purporting to have been granted at a port not interdicted. In some instances a vessel would have on board Swedish papers and flags of different nations to use in emergencies.

On these voyages the vessels took out cargoes of boards, spars, staves, shingles, potatoes, and live stock, returning with West India products and coin. Boards were bought at Bath for about $8.00 a thousand and sold at the West Indies for from $60 to $100 a thousand, and potatoes about $7.50 a barrel; large quantities of these latter were raised on the King farm, 450 barrels being shipped at one time. The rum and molasses brought the high prices prevailing during the embargo, non-intercourse, and war.

The pamphlet stated that one of the vessels was the brig Two Sisters, owned by Samuel Veazie, Humphrey Purington, Daniel

Baker, Jonathan Baker, and Nathaniel Green of Topsham, Peter H. Green of Bath, and Clement Martin of Harpswell, loaded at Kings wharf, and took on board a large quantity of potatoes in 1813 for a West India port. These potatoes came from Gen. King's farm, and as he assisted in putting them on board the vessel, as well as the other portions of her cargo, and directing matters generally, it was charged that the vessel was loaded on his account. The brig cleared for a neutral port, but according to testimony of her captain sold her cargo at a British port.

General King rejoined in 1825 with a pamphlet that was both vigorous and plausible. In this he proceeded to show the unreliability of the statements made by masters who had been in his employ, two of whom, he averred, stole both vessels and cargoes, having sold them and kept the proceeds. He made a point in the fact that the captains of these vessels took oath at the custom house on arrival home that the vessels had been to neutral ports, and in their affidavits testified that their voyages had been to interdicted ports, and that, if their employer was guilty, they were equally or more so, as it was they who took the false oaths. A number of these captains, whose affidavits, criminating Gen. King, had been published in the Ames pamphlet, gave subsequently affidavits to King retracting their previous statements.

General King in his pamphlet states that: "Among his other enterprises during the war Nathan Ames, his accuser, made a voyage to Bermuda in the schooner Ovarian; on his return, his vessel and part of the cargo were seized. Ames stated that Joseph F. Wingate and Samuel Winter were equally interested with him. Ames obtained witnesses to swear that he went to St. Bartholomew's, and on this evidence the vessel was restored. Years subsequently, during the investigation of this business, Harold and others testified that they saw Ames at Bermuda on this same voyage."

General King states in his rejoinder that: "For several months previous to the embargo, presuming that the country would be engaged in war either with France or Great Britain, I did not send any of my vessels to sea, so that when the embargo commenced I

had at the port of Bath, loaded for foreign voyages, the following vessels: Ships, Reserve, Resolution, Vigilant, Reunion, United States; brigs, Ann, Huron, Valerius (not loaded), Harmony; in all, 2,475 tons. These vessels remained in port during the whole of the embargo, as it was a measure of our government to coerce the several nations of Europe who were violating our neutral rights; no one ever heard any complaint from me, although the actual loss, at the most moderate calculation of charter, was $5,558 per month, being more than $185 a day, exclusive of interest on money on the amount of cargoes from Dec. 22, 1807, to May, 1809.

"When the war commenced in June, 1812, between the United States and Great Britain, I had at the port of Bath, and which arrived there within sixty days of that time, four ships and three brigs. These were all the vessels which I had at the time, and they all remained in port during the war, with the exception of the brigs Huron and Valerius, and they were all the vessels which I was owner of during the war."

General King's general defence was: "In conducting my mercantile business I was influenced, by the advice of the best informed political men, that, as soon as Congress assembled, the non-intercourse system would be abandoned by a declaration of war against France or England, or by adopting some other measure. Availing myself of this information, I gave my vessels a direction accordingly. The information in regard to a declaration of war proved correct, with the exception of its not having been declared as soon as was contemplated. The Reunion, which returned before the war, was seized and condemned for having been to a prohibited port; no claim was made on my part; the vessel was sold and I was the purchaser."

That the General was not injured by these assaults upon his conspicuous career is shown in that, four years later, he was appointed collector of customs for the port of Bath, which office he held the regular term of four years, to 1834.

In Ames' pamphlet a like assault was made on the then collector, M. L. Hill, as was that upon General King, to which he replied in

about the same manner as did King. Ames published affidavits of captains who had been in Hill & McCobb's employ, implicating Hill as having been engaged in illicit voyages of the ships of the firm, to which Hill rejoined, publishing affidavits of retraction by these captains, together with explanations. But he was then collector of the port, and his enemies succeeded in inducing the United States government to order an investigation, which was held at the Bath hotel, resulting in his losing his office and the appointment of John B. Swanton. The change in no way affected the standing of Judge Hill in the community in which he was always a conspicuous and esteemed member.

The subsequent career of Nathan Ames proved him unworthy of the government office he sought to obtain, and that he was capable of resorting to crooked ways to compass his ends, for it is on reliable record that it was only the high esteem in which his accomplished wife was held by all who knew her that saved him from state prison. It was he who recklessly shot Lieut. Baker on "Meeting-house Hill" when aiding in the inspection of a company of cavalry during the war of 1812, and there were not a few in Bath who at the time believed him guilty of something more than mere carelessness.

BATH IN THE WAR OF 1812.

When the war with Great Britain commenced in June, 1812, the military composing the Bath contingent was in a state of good efficiency. There were two companies of infantry, an independent light infantry, a rifle company, and one of artillery. They were not called into actual service until early in 1814, when movements of English cruisers began to threaten the seacoast of Maine. Fortifications at the salient points were not plentiful. At the mouth of the Kennebec River there was a small fort garrisoned by a company of United States troops.

The first war ship which appeared off the mouth of the Kennebec was the Bulwark, afterwards replaced by the La Hogue, both of large armament. Bath was justly alarmed. These large ships could not ascend the river, but they might land troops to march on the town, or send armed barges up the river. In undertaking either mode of attack they would have met with a warm reception. English war ships made a rendezvous at Castine, and some of them had been sent up the Penobscot, destroyed the village of Hampden, and sacked Bangor; had molested Machias and given battle to one of our armed vessels off that port, and had threatened Wiscasset with bombardment.

Along in the first weeks of June, 1814, Major General William King was on an official tour to the east, and learned that seven of the English fleet had sailed from Castine, heading along shore to the westward. He hastened to Bath, and, anticipating danger from these ships, immediately ordered out an entire brigade of 1500 men to assemble at Bath on the 20th of June. According to the best information attainable, two companies of the Bath regiment were stationed at the mouth of the river under Col. Andrew Reed.

The Great Alarm. — It was then that what has been termed "the great alarm" took place at Bath and along the lower Kennebec. The cause was that, during the night, the Bulwark had arrived off Seguin. Early in the morning it was seen from the shore that barges were at her side, into which armed men were placed. They soon put off from the ship, heading towards the river. But instead of entering it, they suddenly turned and made for Sheepscot and Arrowsic. Samuel Sewall, then the Phipsburg Congregational minister, thus speaks of their movements in his diary:

"June 20, 1814. From Stage Island I saw a British ship of war at anchor off Seguin; send seven boats with men; take two sloops and six boats; went up Sheepscot River.

June 22. Great alarm by the British and some skirmishing.

June 23. Strong wind from the N. E.; many small boats a fishing; understand have gone to sea; mercy on them."

At this time the colonel of the regiment happened to be at Phipsburg Center. He was entirely destitute of field officers. A supply of new muskets had arrived in a vessel from Boston at a wharf in that village, and he rode up there in the night time to receive and give a receipt for them, as officially obliged to do; and while thus engaged, early in the morning, a courier came up from Cox's Head notifying him that the Bulwark had anchored off Seguin and was sending barges into the river. Col. Reed ordered an alarm to be fired by the cannon on "Meeting-house Hill" at the Center, in doing which one of the hands of Peter Carey, a mulatto, was badly wounded while ramming home a charge, and for which he was afterwards allowed a pension by the Massachusetts government. The colonel immediately dispatched John Langdon Hill, then a youth, on horseback to Bath to notify Gen. King of the word that had been received from the mouth of the river. On his way to Bath, young Hill, obeying instructions, notified all at home on the line of the road, capable of firing a gun, to come at once to the front, and they came, young men and old.

The courier found Gen. King in his office. As related by Col. Reed in after years, upon reading the dispatch, the general put his

head out of a window and called out in his stentorian voice, "The enemy is coming, every man arm and to his alarm post instantly." Col. Reed mounted his horse and rode rapidly down to the "seat of war." In haste to have his troops in every possible readiness for action, he did not stop at his headquarters to put on his uniform, so that when Gen. King and his staff, who immediately came down, arrived, the general said to him, "What! not yet in uniform?" "It will not take long to do that," was the reply, and the uniform was quickly donned.

Major Zina Hyde, then adjutant of the Bath regiment, records the situation in Bath on that memorable day in his diary, and extracts from it speak for itself:

"Monday, May 9, 1814. Colonel McCobb's men stationed at this place, having received their uniforms, were mustered to a considerable number for inspection, and marched about town.

Tuesday, June 7, 1814. A part of Colonel McCobb's regiment encamped for a few days past near the South meeting-house commenced their march for Burlington, Vt.

Wednesday, June 15. Issued order for a meeting of officers at General King's to consult on measures of defence in case of the appearance of an enemy on our waters.

Friday, 17. Spent from half-past to 1 o'clock at General King's deliberating and agreeing on alarm posts, signals, &c, for the several companies of the regiment.

Afternoon. The citizens met at Captain Stockbridge's, when the exempts agreed to form themselves into a company for the defence of the town. Much engaged on Saturday in preparing orders for the commanding officers of the regiment.

Monday, June 20, 1814. The company of exempts, having on Saturday night elected Capt. H. G. Allen for their captain, Capt. James McLellan, lieutenant, and Capt. C. Waterman, ensign, met at 8 o'clock for the first time under them, and while in the act of choosing their corporals, an express arrived from Phipsburg to Gen. King with information that a British ship of war was at the mouth of the river, and that a number of barges were on their way up the

river. I was in the act of delivering some artillery ammunition to Capt. Sprague and Lieut. Noble when the message arrived. Capt. S. and myself proceeded to Center Street, while Mr. Noble went to the gun house to be prepared to give the alarm guns. Here met Gen. King, who ordered me mounted and every man to his alarm post, the report being that a number of barges had passed the fort from a British ship for this place; was mounted on the first horse to be found and vigorously engaged in seeing to the preparation of munitions of war for the defence of the town. Gen. King proceeded almost immediately to Phipsburg, leaving Gen. McCobb in command here.

About noon received information that the barges had gone up Sheepscot Bay, not having attempted to enter the Kennebec, from which fact Gen. McCobb sent a boat through the gut to give us the alarm in case of enemy's approach in that direction.

Evening, hearing that the barges had returned to the ship, which proved to be the Bulwark, 74 guns, having attempted nothing but a landing on Squam, from which they were driven by the militia after a small stay, and having met with a sharp fire from the militia on Pond Island. It was considered necessary to be no less on the guard during the night than for the day. Colonels Merrill and Thomas with about 600 men, including those of Col. Reed's regiment, had now assembled. Called on by Major Clap for return of troops for the purpose of detaching guard, making requisition for rations, which having been made, I made the necessary detachments for the night.

Tuesday, 21. Obtained an order for dismissing the companies of our regiment for a short time. Troops mustered for inspection. Gen. King departed for Phipsburg. On his return he discharged Colonels Thomas and Merrill's regiments; detached guards for the night.

Wednesday, 22. By orders, discharged troops from 1st regiment (Col. Reed's); much engaged copying and distributing orders.

Friday morning, 24. At 9 o'clock a number of citizens met at the Lincoln Bank and petitioned Gen. King to detach 100 militia for the defence of the place, which he accordingly did.

Monday, June 27, 1814. A court of inquiry held in consequence of a scandalous petition to Gen. King for an inquiry into the circumstances of Mr. Jenks and others having prepared to go to the British with a flag of truce, &c, on Monday last. The real fact being this: Mr. Jenks having been consulted by some private gentlemen as to the expediency of having preparations made for sending a flag of truce in case of the British appearing in force, decided by sufficient vote to bear down all opposition, that by giving up the vessels would save the effusion of blood and destruction of the town. Towards which Mr. Jenks expressed his approbation and willingness to assist in so far as his services might be of use, and also the pleasure it would afford him to be made a messenger of peace, not considering his situation as an officer. The petition was from Weld, Robinson, Boynton, and others, and the result was honorable to Mr. Jenks."

"The Rev. William Jenks, pastor of the South church and regimental chaplain, procured a boat to proceed down river, and with a white flag flying attempt to make terms with the enemy and prevent the effusion of blood. He was arrested before he was out of sight by a force sent after him, and came near being court martialed for such a gross violation of the laws of war in sending to treat with the enemy without any order from his commanding officer. So nearly was the fright universal that it was, for a long time afterwards, remarked that the only two men who appeared to have their wits about them were Gen. Denny McCobb and Capt. Horatio G. Allen. Gen. McCobb resided on the southeast corner of Washington and Union Streets, in the house since removed east to Front Street, on the southwest corner of Union Street, in order to make room for a more modern mansion" (Jno. Hayden).

Other Account of the Alarm. — It may be of interest to insert what was written fifty years after the event by a citizen who participated in those stirring scenes of June 20, 1814, that are destined to be ever memorable to the people of Bath. In this personal narrative there are errors, some of which this author has corrected in the copy, while others have been allowed to remain to add

piquancy to the story. Gen. King did not ride through the streets calling to arms; it was Adjutant Zina Hyde who did this alarm duty by request of Gen. King, as named in the account of Maj. Hyde himself elsewhere in this volume. No such word was officially sent to Gen. King on the morning of the alarm as named in this story. The general did not start for Brunswick, but did for the mouth of the river at once, as was told by the commanding officer there to this author. This sketch thus reads:—

"During the first half of the war the seaboard defences of New England were sadly, if not purposely, neglected by the national administration. There was a fort at Hunniwells Point at the mouth of the Kennebec; it had, however, but a few guns, and these were manned only by a handful of men. Bath was an important town, fifteen miles above the fort. Much shipping, as now, was built and owned there; but the ships were rotting at the wharves, or had been taken by British cruisers. The business of the place, of course, was prostrate; and the enemy, if he could not take all their vessels at sea, was resolved to burn them up in port, and if possible, burn the town with them. The fort was only a temptation — no terror — to the foe. The Bath people were aware of their exposed situation; and their military companies, consisting of an artillery, a light infantry, and three of militia, were tolerably drilled and kept in readiness. There was no knowing the day when the avowed design of the enemy would be attempted upon the town; but that the assault would ere long come, all believed. To be prepared for the emergency, and to increase the requisite force to the greatest extent possible, an exempt company was formed and put, voluntarily, on duty. By the law of Massachusetts, none were obliged to bear arms but able bodied men between the ages of eighteen and forty-five who had not held military commissions and been honorably discharged. All such, together with men above forty-five and young men under eighteen, were exempt from duty. The company alluded to was formed of such men, and it was a very large one, almost a regiment of itself, embracing, indeed, nearly every man or boy capable of defending his home and fireside with a musket. All wore citizen's dress, the officers being distinguished from their

"fellow soldiers" only by a cockade on the hat, an epaulette upon the shoulder, and a crimson sash about the waist. The command of this excellent and truly patriotic company was given to Capt. Horatio G. Allen, who had formerly commanded the Bath Light Infantry and been honorably discharged. He was an admirable officer, calm, ready, active, and thoroughly skilled in military tactics. The lieutenant was William Torrey, and the ensign J. McLellan. We recollect the officers and many of the company well; for we were, at that time, clerk in a store at the "Corner," where the company met almost daily for parade and drill, and, of course, we were in the midst. Indeed, at the order of our uncle, the captain, we must needs join the company ourself, as we did, in the last emergency, and "went to war" with them. We suppose this company never was known to the government, as such, it being purely a volunteer corps, and that, therefore, no records may now be in existence of its proceedings. It asked no compensation; it drew no pay; no Land Warrant ever turned up for the benefit of one of its members.

Did you ever hear an alarm of fire! fire! given by a hundred voices in the dead hour of midnight, when the wild winds of heaven, in hurricane fury, were threatening to envelope whole ranges of buildings in flame? But what was that, pray, to the more deadly shriek, threatening the massacre of men, women, and children, which suddenly rang through the streets of Bath, as the awful roar of cannon, peal upon peal, was heard below, and the war cry was loud before every man's door, — *To Arms! To Arms! The enemy is coming! Every man to his alarm-post!! Every man to his alarm-post, instantly!!!*

In the "Bath Alarm" the conscious terrors of a deadly strife were as real to those who armed themselves for the defence of home as ever they were to the more highly disciplined ranks upon the Canadian lines.

It was early on the morning of a summer's day in 1814, whilst many of the villagers were yet locked in the peaceful arms of sleep, that the reports of heavy cannonading, broadside upon broadside,

suddenly broke the spell, and aroused the people of Bath to a consciousness of impending danger. The heavens were calm, and the earth was still; and the gentle airs that drew up river with the flowing tide brought the fearful reverberations with great distinctness, and rendered it certain that the enemy was attempting to pass the fort, in which case no doubt could remain that he would proceed to execute his long threatened work of demolishing the town and destroying its extensive and valuable shipping in port.

Anon, a courier on the line that had for some time been kept up between Bath and Phipsburg came running into town upon a fleet horse, and proceeded directly to the mansion of Maj. Gen. William King (afterwards Maine's first governor), and reported to these head-quarters that the British had engaged and silenced the fort and were advancing up river in force. The news flew like lightning. Forthwith the general himself, mounted on horseback, in citizen's dress, was seen galloping through the streets, flourishing a drawn broadsword, and exclaiming, at the top of his voice, the fearful words, "Every man to his alarm-post! Every man to his alarm-post, instantly!!" It was an awful cry. Instantly the whole population were in commotion; the streets were full of people — children crying, women screaming, men running to and fro, and not a few looking as if the day of doom had fully come. The most frightful alarm of "fire!" that we ever heard was nothing to it; in that case, property alone is generally endangered; in this, life, dear life itself, was imperiled. The prospect was, that some who left their houses that morning would return no more alive. Meanwhile, families were engaged in removing their effects into the woods; and some, that had not been into the country for years, found themselves under special engagements, just at this time, to visit their friends in Brunswick and elsewhere. Gen. Wingate, who was collector of the port and district, a wealthy gentleman, was the owner of valuable services of silver plate, and this, it was said, at the happy suggestion of his accomplished lady, was thrown into the well. The treasure of other families was concealed in equally safe depositories. The business of the old turnpike was good that day, and Sewall's woods were honored with larger whortleberry parties than usual.

In a short time the major-general, having made his first circuit in citizen's dress, appeared in more dignity, mounted in military costume, and visited the several alarm-posts, where the military companies were rapidly assembling. We dare say, his directions were judicious; but soon he disappeared, and it was said had proceeded to Brunswick to call out the troops in that and the neighboring towns and send them in to the point of danger as soon as possible. We heard the suggestion made that he should rather have sent his aid-de-camp on this business and remained at home himself as the head in command; we know not how this is, but as it happened during his absence the command fell upon one who had been in actual service — the best officer we ever saw without exception — Gen. Denny McCobb, who, at that time, sustained the offices of brigadier-general of the local militia and the colonelcy of a regiment of United States infantry, which he was then raising for the Canadian frontier, and which, happily, he had quartered then on the hill near the South meeting-house. Gen. McCobb had recently returned from the main army on the lines, where he had commanded a regiment in the bloody battle of Shattagee Woods. He manifested no excitement; on the contrary, he quieted it wherever he went. He was cool and calm as if at his every day's work. The people and the troops he inspired with confidence and courage. A friendly pat upon the shoulder of this one, a smile in the face of another, a cheering word in the ear of a third, and his perfect self-command in the presence of all, soon made the gathering troops feel that if they were to fight and die under the lead of any one, his was the presence in which they would prefer to stand or fall. He passed rapidly from company to company, gave directions as to what must be done and how to do it; nay, we recollect how he set even our young hands at work making ball cartridges for the cartouches of the exempt company that had its head-quarters at our store. We have said above, and have often told him so to his face, and we insist upon it now, that Gen. Denny McCobb was the most perfect officer, for actual service, we ever saw. His regiment of United States troops was not yet quite full; but it was in town and ready for service. Gen. McCobb had, therefore, rightfully a double command

— one as colonel of the United States army, and the other as brigadier-general of the Massachusetts militia. We knew several of his subordinate officers, one of whom, we believe, is yet living in Bath, good Orderly Sergeant Hayes, who served faithfully through the war, returned to Bath, where he has long lived in the affections of his fellow citizens, and has done more good as the apostle of temperance than perhaps any other man on the Kennebec River. He will recollect the scenes of which we speak; we should be right glad to have a long "sit down" with the old apostle, and revive the history of his battles with King George and King Alcohol.

Never did firemen gather at their engine houses at an alarm of "fire!" more rapidly than did the members of the several military companies of Bath assemble at their usual places of parade. It seemed hardly half an hour before troops were marching through the streets to the spirit-stirring music of fife and drum, all ready for action. The corps to which we, though but a youth of sixteen years, belonged was the exempt company, and which had its rendezvous at the store in which we were clerk. On the first alarm, we hastened to the spot, where we found our own company assembling, and saw the soldiers of other corps also hastening through that central point to their several armories. Our company was the largest, and being volunteer was entitled to the special gratitude and attention of Gen. McCobb, though really he had no right of command over it, farther than as this was most cheerfully and gladly accorded to him. We recollect he came into our store, which was opened for convenience on the occasion, and on his own responsibility purchased every keg and pound of powder in it, furnished the balls himself, and set our nimble hands, with others, to the work of making cartridges as fast as possible. Meanwhile, with Col. Reed of Georgetown or Phipsburg, who commanded the home regiment, and other officers, he was planning the scheme of defence. If we recollect aright, Capt. Noble's company of artillery was to take position on King's wharf, and all the old cannon and swivels that could be found in town were to be brought to the docks and placed upon the decks of certain ships that were dismantled. The exempt company and light infantry were to be marched to the lowest point

of defence, on the shore, towards Winnegance, and near an old windmill; the United States regiment was to support these companies; the militia were to have other stations above us, on the shore, and the troops from adjacent towns, as fast as they should arrive, were to complete the arrangements for the battle. Meanwhile the English were advancing. They had but fifteen miles to come, and no time was to be lost.

We do not think it was much over an hour, from the time the first alarm rang through the streets, before the exempt company, which had its head-quarters at our store, was ready to march to the post assigned it. When we had finished off the last cartridges, and the soldiers had stuffed their cartouches with them, and made themselves otherwise ready for the patriotic duties before them, the drums beat "to arms!" the roll was called, and our uncle, Capt. Allen, who had command, stepped into the store where our duties hitherto had kept us at work for the company, and gently placing his hand upon our shoulder said, in his usually paternal mode of address to us, but not without some emotions of anxiety, "Come, William, we must go; God only knows the result, we must do our duty and leave events to him; are you ready?" "All ready, uncle." "Well, then," said he, putting the gun into our hands, "step into the ranks." We did so. He gave orders, "*Music; come in time! Company!—forward march!*" and we were on the way to what was, to us, the supposed scene of action. Nor were we alone. The sounds of martial music came up from the streets, and other companies were crossing our path for their allotted posts of duty. Meanwhile Gen. McCobb met us on the march, complimented us for our activity in preparation, and inspired us with his own calm and fearless spirit.

In less, we should think, than two hours, there were five companies of home troops, and what there was of a regiment of United States infantry, in position to receive the enemy. And it was wonderful with what alacrity the troops came in from Brunswick and the adjacent towns. They came, it seemed to us, sooner than fire companies would have collected had Bath been in flames. Before noon, our ears and eyes were cheered with the sound and

sight of co-patriot forces marching over the hill to our assistance. In such time, one feels the benefit of a common government, a common brotherhood, and a common cause.

Our position was the lowest on the river, and must be the first to salute the enemy when he should appear. Word, from time to time, was received by boats and persons from below that the British, after passing the fort, had embarked in a great number of barges, and in this shape would approach for a landing in the town. How much truth there was in the varying reports that reached us we do not now know, but we do recollect very well that there was no moment after we reached our station in which we were not looking with strained eyes for the fleet of barges to round the point and become the objects of our sharp shooting. It is said that a Yankee in battle has no fear if he can fire through the crevices of a board fence. We were better protected than that. Fortunately a large mill log laid upon the shore, abreast of where we stood, and after reconnoitering that to advantage, we found how securely we could crouch behind that fortunate bulwark, and, resting our gun over the upper surface of it long enough to take sight and pull trigger, dodge down again to prime and load, and then take new sight and give the enemy "a little more grape." Our courage was more in the log, however, than in our heart, for that, at times, we confess, was inclined to be faint. At one moment — we have no concealment now to make — we looked over the plain very wishfully, and if no eye but God's had seen us, most probably we should have fulfilled our desire to leave the open ranks and take a better position in the old windmill not far hence.

The alarm of that day spread through the country and the state, whereupon Gov. Strong ordered out the militia by heavy drafts. The troops of Gen. King's and Gen. Sewall's divisions were ordered to Bath and Wiscasset, and were on duty fortifying Cox's Head and Edgecomb Point all that autumn. The events of that campaign are now matters of history."

By John Hayden.

Our military force took a position on Davis wharf, now owned by Houghton Brothers, where they placed some old cannon, which they

found lying on the wharf, on a pile of timber and calmly awaited the enemy. The supply of muskets proving short, the colonel called for volunteers to go and search for more, which was readily responded to and by "one in particular" who obtained an unenviable notoriety by his part of the performance, but who shall be nameless as he has long since gone to rest. Peace to his ashes! Being firmly convinced, no doubt, that the better part of valor was discretion, he placed himself in the attic of Robert Lemont's house, afterwards owned and occupied by John Smith, where he could descry the enemy on his emergence from Fiddlers Reach and be in a good position himself to notify his fellow citizens of that event, or to remove still further from danger. His whereabouts was made known, and a corporal's guard sent to arrest the deserter, which they accordingly did and brought him to head-quarters. Luckily for him the scare was over (it was late in the afternoon), and he was let off by standing treat all round, which he responded to by procuring a barrel of rum, soon making lively times among the brave defenders.

I well remember being at Miss Henrietta Holmes' school on the forenoon of that day, in the old conference rooms of the North church, which was in the second story of the house now occupied by Capt. Work, then owned and occupied by Deacon Nicholas L. Mitchell, when Thomas Marsh, son of Deacon Caleb Marsh, rushed in hastily, informed Miss Holmes that the enemy might be upon us at any moment, and advised the immediate dismissal of the school that the children might be under the care of their parents. Some of the six-year-olds made valorous remarks on that occasion, declaring they would shoot all the Britishers that came near them!

Many of the inhabitants left Bath at that time, taking their most valuable effects with them away from the sea-board, out of reach of the enemy. Some companies of militia were quartered here for a time, part occupying a long store-house which stood on King's wharf where the landing of Knox & Lincoln Railroad now is; another party being quartered in a house on Western Avenue which long retained the appellation of Barracks.

In that year the fort on Cocks Head was built — an earthwork —

the earth for which was carried up on hand-barrows. I well remember the sad complaints of a neighbor's son, several years my senior, who was employed there, of the hardness of the task ascending that steep hill with a load of dirt. A large part of that earth has since been washed down the hill through neglect, it not having been deemed of sufficient importance; but as that hill dominates all around, and guns have a long range in these modern times, the possession of that hill may be of great importance at some future time.

During the war of 1812, the sufferings of the people in this vicinity were very severe. Not only was our foreign commerce annihilated, but our coastwise trade was almost completely suspended by the constant blockade kept up by English cruisers, which entailed great hardship on the inhabitants by cutting off their supplies, and also kept them in constant fear of a descent by the enemy on our coast and the plundering and burning of our towns.

When that cruel war was over and the news of peace arrived, the people were wild with joy. On the afternoon of that day, February 15, 1815, — a bright and beautiful, day but very cold, — the citizens marched through the principal streets with a white flag, on which the word "Peace" was displayed in large letters, while everything indicative of war was discarded. The bells on the old North and South rang out a merry peal. Everybody was elated; some of the boys who had been promised a new hat when peace came, so much so that they immediately tore their old hats to pieces and threw them away, going bare-headed the rest of the day notwithstanding the inclemency of the weather. In the entry of the North meeting-house (and the South may have been the same for aught I know) a table was placed near one end, a board resting on two barrels at the other, over which liquors were passed in a lively manner to thirsty souls. When I arrived there, sundry of those souls were in an oblivious state, lying rolled up against the partition dead drunk; the rest were fast coming to that state, but in the meantime constituted the most boisterous and noisy crowd I have ever been in the vicinity of, far exceeding that at Davis wharf on Alarm day. The noise in the entry of the North meeting-house was so tremendous that the

bell could not be heard, notwithstanding one of the doors was constantly open; this circumstance gave rise to a question which was much debated by the boys the ensuing week. The question was, "Can the bell on a meeting-house ever be heard inside the building?" Opinions were strong in the negative, and several of us made it a point the next Sunday to get inside before the ringing of the bell ceased; the result was most satisfactory and decisive.

On the day of the "great alarm" several cannon were in the town, but there were no carriages attached to them; consequently they were taken to Davis wharf and mounted on a pile of boards that happened to be on the wharf at the time, and pointed towards the entrance to Fiddlers Reach, all shotted to sink the English barges when they should emerge into Long Reach. After the war these cannon remained many years on Houghton wharf, which was formerly Davis wharf. After all alarm was over, a barrel of liquor was taken to the wharf and a grand good time was indulged in by the brave defenders."

Military on Duty. — The brigade was called out again Sept. 10, 1814, on account of the British war ship La Hogue anchoring off Seguin. The full Bath regiment was stationed at Cocks Head, Col. Andrew Reed in command, from Sept. 10 to Oct. 1. It was the harvest season of the year, making it very inconvenient for farmers on military duty to be away from home. The officers of companies and the men became restive. The colonel in command was greatly annoyed by applications for furloughs, which he was unable to grant by orders from the general officers that only one-tenth of a company should be off on furlough at the same time. The companies were from Bath, Woolwich, Arrowsic, Georgetown, and Phipsburg. The selectmen of each town were required to supply commissaries for the men from their respective towns

Maj.-Gen. William King and Brig.-Gen. Denny McCobb, who had returned on furlough from the United States army, had their head-quarters at Bath, and only occasionally visited this regiment, as other regiments were out on duty at Bath and at eastern towns, thus imposing greater responsibilities upon the colonel in command

at the mouth of the river. In the fort at Hunniwells Point, Capt. Wilson was in command of a company of United States troops. Capt. Wilson was very unpopular with the militia.

The Fort. — It was built of brick, on a solid ledge, on the extreme of Hunniwells Point, exactly the site of the present fort. It was mounted with a few cannon of no great consequence, Pond Island being barely within range of the cannon that were mounted at its port-holes. Four cannon were taken from this fort and mounted on Cocks Head when a fortification was built there in 1814.

The highest field officers of a regiment were a "lieutenant-colonel commanding" with two majors. The only major on duty was William Burke of Bath, and while on parade his horse reared and plunged, throwing him to the ground, when he was so badly injured that he was afterwards unable to be on duty, thus leaving the colonel increased field duties. It was no small matter for an officer having the entire responsibility of the situation, in face of an enemy that might attempt a landing at any time, to conform to all of the strict rules of war with which he could not be expected to be familiar, and an investigation held after the close of the war into the military management of the Cocks Head campaign unanimously sanctioned everything done by the colonel in command, and his course was fully approved by the governor of Massachusetts, under whose orders the militia was called out, and that officer was subsequently promoted to a higher grade. Maj.-Gen. King and Brig.-Gen. McCobb united in testimony approving the manner in which the colonel commanding had acquitted himself in performance of the duties that devolved upon him.

Some fifty years later Congress conferred pensions on the surviving officers and soldiers, or their widows, of the war of 1812, which proved a boon to many worthy people.

"Andrew Reed was promoted to full colonel by commission of Governor Strong of Massachusetts in 1816."

One Sunday while at Cocks Head, no vessel of the enemy being in sight, the colonel, leaving a rear guard, marched the regiment to

the Center to attend church, the distance being about three miles. It gave a change for the men whose life in camp had become irksome.

Battle with the Barges. — One clear day, about eight o'clock in the morning, some large barges put out from the La Hogue loaded with armed men and rowed directly for Sheepscot River. They made a landing on Sprout's Point, where our people had four guns, which the enemy seized and spiked. It is said they took some sheep. This point is on the inside of Bartols Island. Col. Andrew Reed, in command at Cocks Head, detailed one Phipsburg company and the Parkers Island company, the latter under command of Capt. Richard Hagan, the former under Capt. Ellis Percy, to cross the river to the island. The troops crossed in gondolas. The two companies landed at Rogers Point; the tide was down and the men waded across the flats to Parkers Island, across which they immediately proceeded. When the military force reached the east shore of Parkers Island, the barges had commenced their return voyage as far as Sand Beach Cove, a strong south-east wind driving them near the shore. An advance of twenty men reached the cove to reconnoiter. Finding the barges, they immediately commenced firing, while the main body of troops was stationed farther south. The barges were within 200 or 300 yards of the shore where the main body had concealed themselves behind what is termed "high rock." As soon as they were abreast this point, the men arose and gave them a sharp volley. This caused the barges to shove off, the rowers pulling to their utmost, while the men on shore loaded and fired as fast as possible. The barges replied with small arms, the balls whizzing over the heads of our men. One barge had a swivel cannon on board, which was put in action as soon as practicable, but the shots did no damage, going over the heads of our men, being aimed too high. A musket ball struck the barrel of a musket held by John Hunt, shattered it, and glancing upwards went through his hat. No man on shore was injured. During the contest the colonel finding one detachment missing, and having no aid, went himself and quickly brought them under fire while the enemy was within range.

Cannon balls that had been fired from the barges were afterwards picked up, and one of them was kept a long time in the dwelling-house of Capt. Geo. F. Manson at Bath. His early days were passed near where the battle took place. It is a tradition that when the barges were aiming for the Sheepscot River they were kept close in shore, and a voice could be heard on shore giving directions for steering, which led those hearing it to say, "Tories on board." It is also said that the British ships in the offing were supplied with mutton and provisions from Wiscasset, where there was at the time a lively demand for sheep.

As Gen. King was not that day with the regiment, the colonel took the responsibility of detailing these companies for the service without orders, and his action was afterwards approved by the major-general.

More Barges. — A detachment of militia of Georgetown was stationed near Riggsville while the old La Hogue lay off Seguin and was sending barges to the Sheepscot for supplies. At one time a barge landed at a cove near Fire Islands, and while there and the men on shore depredating, the tide ran out and left the barge aground. The detachment became aware of the enemy's presence and made a movement to capture them, but before they reached the vicinity of the barge the tide had risen and floated her off, when with her crew aboard she was headed for the ship. The militia, however, got near enough to give her one full volley, and before the muskets could be reloaded the barge had been rowed beyond range. They were certain that a number of the English were killed, and drums and fifes on board the barge struck up apparently to drown the cries of the wounded. Cannon shot were fired from the barge, one of which was picked up on the land and was kept for years in the house of a Mr. McKinney. At one subsequent time, when a barge had been up and was returning from the Little Sheepscot, Mr. McKinney being alone and in ambush had three well-aimed shots at the barge, picking out a lieutenant who was walking back and forth on the barge, and as he suddenly disappeared there was reason to infer he had been struck by one of these shots.

There were several alarms. One was occasioned at Bath by the coming up ship, Mount Hope, belonging to Hill & McCobb, which had been lying at their wharf in Phipsburg, but which they sent up the river for safety, the appearance of which alarmed the Bath people.

Major Harward was a private in a cavalry company, afterwards promoted to major. He says: "When the English men of war were stationed off the mouth of the river, the Bowdoinham companies were ordered to Bath, and his company detached to reconnoitre at Hunniwells Point. They approached the fort by the way of the beach. Their plumes were seen before the horses came in sight, and a cannon was pointed towards them, shotted, and match ready to fire, fearing they were from the war ship, but the sight of the horses soon dispelled that idea. Returning to Bath, the cavalry detachment were ordered to keep their horses ready to mount at a moment's notice, though it seemed ridiculous to suppose that the enemy would face so large an opposing force."

The colonel commanding at Cocks Head had his headquarters at the large, two-story, square house of Capt. Ellis Percy. His orderly was his second son, Samuel Denny Reed, who at one time was acting adjutant. The companies were encamped apart for want of a convenient place to camp as a regiment. In building the fortifications on Cocks Head, a large portion of the sods were brought in gondolas from the foot of Reed's Neck, taken from the property owned by the colonel, for which he never received pay. The troops disliked their labor, especially carrying the sods on hand-barrows to the top of the Head, which is very steep on the river side. It was impossible for their officers to keep them under discipline, as they insisted that they were called out to handle muskets, and not to do such work. Desertions were frequent, and subordinate officers were continually detailed to bring them back. The rules of war made desertion punishable with death, but these delinquents were only kept in a dark room for a time. Capt. Patrick Drummond, living near the Center Village, had several sons in the ranks. Finding them one day all at home, he asked if they had leave of absence;

when they said they had not, he exclaimed, "Run back, boys, run for your lives," and they ran.

The stationing of this regiment at the entrance to the river saved Bath from pillage and the destruction of the large amount of shipping then lying at this port. The British war vessels that at times anchored off Seguin, threatening Bath, were provided with large barges for sending into rivers on this coast, each capable of carrying a company of armed men and a swivel cannon, to go where war ships could not enter. These barges had done great damage in rivers east of the Kennebec. With a regiment occupying so advantageous a position as was that of Cocks Head, commanding as it does the entrance of the river, a narrow passage of it at the Head and an extended stretch of the river on the north, no flotilla of barges could have passed or re-passed that strategetical point without entire destruction of the men on board of them. This condition of the situation the commanders of the English war ships well knew. Besides, the improvised fort that was constructed on the summit of Cocks Head, and on which cannon were mounted, gave them full range of the mouth of the river and a long reach above. At the same time the natural elevation of the Head itself was a natural fortress, so elevated that shots from an approaching foe discharged from the water would either be embedded in the earth of its sides or go far over the heads of the artillery men stationed on its top. Thus it was that the service these soldiers rendered was not in repelling invasion of hostile forces by actual conflict, but their presence in front of the enemy prevented the possible shedding of blood, the sacking of a town, and the burning of its valuable shipping.

The men who composed the rank and file of this regiment may have been, and afterwards were, jeered at as mere "soldiering" down there. They were mostly farmers, who had to leave their unprotected families, their flocks and their herds, and their fields, at the harvest season of the year, and that on the small pay of eight dollars a month receivable in the distant future. Instead of making a series of holidays of their encampment, they seriously grumbled at the personal sacrifices they were compelled to make, and largely

rebelled at their enforced retention for duty when no fighting was to be done, but no end of the drudgery of carrying sods up a long ascent in the heat of dog days, when they had supposed to have been called out to handle muskets and not sods. Consequently, strict military discipline was impossible to be enforced with men who had been all their lives accustomed to the largest individual liberty of action, and were the neighbors and friends of the officers, and many of whom believed themselves their equals in social life. The officers and soldiers were simply citizens, unused to military discipline in actual service, yet there were, even at such a time as this, lookers-on, chiefly young men disappointed in their ambitious aspirations, who became self-appointed critics of this hastily gathered little army on the Kennebec. *They were not there!*

Major Zina Hyde's Record of War Times. — Perhaps the readiest means of relating the part that Bath took in this contest with Great Britain is to insert extracts from a diary kept by Major Zina Hyde, relating the events in which he had a very active and prominent part, at first as adjutant of the Bath regiment, and later as brigade-major, to which office he was appointed Sept. 9, 1814, by Brig.-Gen. Denny McCobb.

"Aug. 28, 1811. Was called on by Maj. Andrew Reed to know if I will accept the appointment of adjutant of the 1st Reg., 1st Brig., 11th Div. At first my feelings very strongly opposed the idea of leaving the Bath Light Infantry, which impowers me almost to make a positive refusal, and in the afternoon of the same day Maj. Clap called and proposed the same subject, at which I agreed to take it into consideration. (He was sergeant in the light infantry.) In a few days Col. Denny McCobb proposed the subject to me, when I agreed to take upon me the adjutancy as above.

Sept. 13. Maj. Jos. F. Wingate newly appointed aid-de-camp to Gen. King. His uniform and equipments are truly elegant.

Oct. 28. Zina Hyde became adjutant of 1st Reg., 1st Brig., 11th Div., and on duty on that day of muster for first time. The regiment is reviewed by Maj.-Gen. King, Col. McCobb acting as briga-

dier-general, and Maj. Nath'l Coffin as inspector. (Maj. Reed in command of the regiment.) The day being uncommonly fine, we got through and dismissed in good season, after which the officers were all invited to partake of a generous entertainment at Gen. King's, where about forty of us met and spent a part of the evening very pleasantly.

Oct. 29. Very pleasant. Accompanied Gen. King, Col. McCobb, and about fourteen other officers to Brunswick, where we attended the reviewing of one regiment of infantry, one battalion of cavalry, and one battalion of artillery, after which forty officers partook, at Washington Hall, of a sumptuous entertainment provided by Gen. King, and returned to Bath between 8 and 9 o'clock.

Dec. 25. During the past year had my military situation changed from that of sergeant in light infantry to the adjutancy of the regiment, a berth which was unsought by me, but urged upon me by the field officers of the regiment.

July 4, 1812. Capt. Clap elected major.

July 25, H. G. Allen elected captain of Bath Light Infantry in room of Capt. Clap, promoted to major; Wm. Stevens, 1st lieutenant, and Wm. Torrey, ensign.

Sept. 3. Major Andrew Reed promoted to the command of the first regiment of the first brigade and eleventh division, and Capt. William Bouck and Capt. Joseph Trott elected majors.

Oct. 5. Regimental muster was at Arrowsic, opposite Phipsburg Center.

Thursday, Sept. 16, 1813. Collected the companies of the regiment with artillery and band at the South meeting-house and marched them out to the common, where paraded and formed the regiment after going through the inspection (Col. A. Reed commanding); great improvement having been made in the equipment of the regiment since the last year. Gen. Dearborn appeared on the parade on foot. The regiment marched down town, where they were dismissed; after which accompanied the field officers to Gen.

King's, where we partook of an excellent dinner with the general officers, Gen. Dearborn, Mr. Jenks, and a number of other officers and private gentlemen.

Jan. 19, 1814. Dined at Maj. Joseph F. Wingate's with Brig.-Gen. Denny McCobb, lately returned from the Northern army. Maj. Clap and Capt. Wm. Torry consulted on the subject of uniting the two militia companies in this town for the purpose of preserving the independent companies.

Thursday. Conversed with Capt. Low on the subject of uniting his company with Capt. Davenport's company, with regard to which he appeared very accommodating and expressed a willingness to take a lieutenant's commission under Capt. Davenport should the thing be effected and he be chosen.

Sept. 9, 1814. Inspecting troops. P.M. called on Maj. Clap, who proposed the subject of my being appointed brigade-major and inspector, to which proposition, after some hesitation, I consented. Evening. Employed in packing a part of our goods to send them to the back part of the town out of the way of the British should they land. (Major Hyde kept a store.)

Sept. 10. Received an order from Gen. McCobb, at 10 o'clock, to be distributed to the several colonels of his brigade, containing my appointment as acting brigade-major, which duty I continued to perform with increased interest; Capt. Nathan Ames also appointed aid to Gen. McCobb. At 1 o'clock Gen. King returned from the east with intelligence that the British had left Castine with seven ships and were proceeding westward. Continued packing and sending off goods. Gen. Denny McCobb, who had been in the regular army under Gen. Hampton, was determined to have the troops, about 1500, under complete duty and order, and had now brought it about; and the notions of our duty being once settled and understood became pleasant, though laborious for some officers.

19th. Maj. Clap returned partly to his duty; informed of some dissatisfaction expressed by Col. Thomas Merrill and Maj. Estabrook on account of it.

J. E. R. Patten

Saturday, Sept. 11, 1814. On the return of Gen. King (from Wiscasset), he ordered out the entire brigade, which being now arriving I was occupied the whole day most actively in viewing, inspecting, and ordering to their quarters the different corps of militia as they arrived.

Killing of Lieut. Baker.

Monday. Completed the inspection of Col. Thomas' regiment and attended to other military duty. P.M. An alarm having required the cavalry to be ordered to the mouth of the Kennebec before being inspected and they having returned, ordered to proceed in the inspection of this corps under command of Maj. Benj. Ames; and Aid-de-camp N. Ames ordered to assist me for dispatch, he having once commanded a company of cavalry. The battalion was accordingly paraded near the South meeting-house, and with the rolls of the two respective companies in my hand, I took a stand with Mr. Ames in front of the line and a little to the left of the commanding officers, lieutenants, &c. On calling the individual troopers, they advanced to us for inspection, when I thought the pistols were charged, but on my objecting to inspect them in that condition was informed that, having returned with them so, they had orders not to discharge them, and that the captains had just inspected them in that condition; concluded to proceed. In examining the pistols I turned the muzzle to the ground, but Capt. Ames turned those he took in hand up. In this way we had nearly completed the inspection when one of the pistols in Capt. Ames' hands went off and the ball passed through the head of Lieut. Baker, who was seated on his horse behind Capt. Ames. This was an awful moment. On turning I saw one of our finest officers and a highly valued citizen fall upon the ground with no sign of life but a slight muscular quivering. I was hardly more than conscious of the report when all was over, and nothing to be done but to remove the body lifeless from the parade, which was done by the other officers, N. Ames accompanying them in deep distress to the house of C. A. Green, brother-in-law of Lieut. Baker. My duty requiring me not to leave my post until the completion of the inspection, which done

all, retired in silent gloom, more depressed than if many had fallen from an attack of the enemy. On leaving the ground for the General's quarters I met Maj. Ames and Capt. Winter, his adjutant, in a state of agitation, and both were struck dumb on knowing that Capt. Ames was the unfortunate medium of the accident.

Wednesday. Attended funeral of Lieut. Baker at Topsham, an affecting duty and scene. A widow and two little children left.

17th. Meeting of officers at Gen. King's, and it appeared that no blame was to be attached to any one for the death of Lieut. Baker."

LIEUT. BAKER had been major in an infantry regiment; was young and highly esteemed as a man and officer. He was father of Daniel F. Baker, who was for many years cashier of the Sagadahoc Bank. Opinions differed in regard to the innocence of Capt. Ames. He had at the time a standing in the community, and it was believed that he and Lieut. Baker were on friendly terms. The matter was brought into a court of investigation at Gen. King's house, where it was decided that the act was done "through carelessness." Ames put on the semblance of sorrow, appearing on the streets in a new suit of black, with his head down, handkerchief to eyes red with weeping, which led to the belief of the greater portion of the people that he was a sincere mourner; but the boys one and all declared he was "shamming it all, the old hypocrite." Ames' subsequent career proved that the boys were not far from right, for he became so despicable by dishonesty and crooked ways that he was, as it was said at the time, only kept out of prison by the high esteem in which his accomplished wife was held.

Maj. Hyde Continues. — "Gen. King and Maj. Clap return with alarming news from Wiscasset; the major sick.

25th. By orders the troops attend worship, and continue to do so on Sundays.

Sept. 20, 1814. Maj. Clap went to Wiscasset, having informed Capt. N. Ames that he must return the uniform which he borrowed of Maj. Clap. Maj. Clap returned in the evening and brought news of the appearing of seven ships off Booth Bay, which induced

the expectation of an immediate attack. Many severe remarks made on Maj. Clap, both on account of his leaving his duty at the time he did and on account of his returning to his office. This circumstance drew forth many remarks highly flattering to myself, particularly from Cols. Thomas and Merrill and Maj. Eastabrook, who expressed themselves perfectly satisfied with my proceedings and regret at Clap's returning.

Assisted Capt. Ames in turning off the guards at 9 o'clock A.M., which is a very pleasant performance when well executed. Accompanied Gen. McCobb on the drill of infantry in the forenoon and cavalry in the afternoon. Mr. Marsh arrived from Coxs Head with his report as acting adjutant. Mr. M. declined continuing in his present capacity, alleging that his pay in the lines would not support him. Gen. McCobb, however, requested me to endeavor to conciliate Mr. M.'s feelings and induce him to return to the regimental duty, assuring me that he expected that Maj. Clap would resign on the close of the campaign, in which event the adjutancy would be vacant and he might depend on a recommendation to the office. Accordingly Capt. Ames and myself waited on friend Marsh and induced him to consent to return to the duty of adjutant. On returning to Gen. McCobb alone, met Quartermaster Clap, who stopped me for the purpose of inquiring with regard to Maj. Clap's wishes in returning to his office and to express his conviction of his cowardice. On my arrival at Gen. McCobb's, he received a despatch from Gen. King at Wiscasset, informing that seven ships were off Boothbay about 2 o'clock. Therefore was ordered to procure dragoons to send to Gen. Richardson at Portland and to Col. Reed at Coxs Head, to call in the guards, to have the regiments and brigade in readiness to be assembled at a given point at the shortest notice, and send for those officers who were on furlough from Phipsburg to join their regiment.

Wednesday, Sept. 21, 1814. Inspected and turned off the guards to Maj. Eastabrook (off of duty) for the first time, in which suc-

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Cocks Head was originally owned by John Cocks and was written in ancient documents "Cocks High Head." The modern spelling of Coxs Head is adopted in this volume, and when otherwise written is an inadvertency.

ceeded much to my satisfaction; Capt. Ames assisted me. Gen. McCobb ordered a general court martial, which was immediately organized with Col. Thomas, president; Maj. Ames, judge advocate, and Adjutant Winter, marshal. Maj. R. K. Porter came by order into our department to assist in writing, which relieved me considerably. Dispensed with the drilling on account of rain. Received information that two regiments embarked from Castine day before yesterday. The artillery and cavalry with the 3d regiment attended prayers for the first time on a week day, for which we assembled at the hotel at 5 o'clock and the procession proceeded to the South meeting-house marshaled by myself. In the evening a countryman reported to Gen. McCobb that he met about fifteen soldiers on the turnpike after dark going west, which the General presumed to be deserters, there not having been any furloughs granted in the after part of the day; he, therefore, ordered the companies all mustered and rolls called, and nine men were found to have left a Harpswell company and four or five from some other companies.

Thursday, Sept. 22, 1814. A detachment sent off after the deserters of last night, to which was promised as a reward the whole amount of wages due to those deserted and the first furloughs granted if they secured the deserters. Dispensed with the drills. Gen. King returned from Wiscasset, having left here on Monday with Col. Sumner, aid to Gov. Strong and agent for the committees of defence."

"Turning off the guards" was considerable of a performance. There was a large company of them on duty during the night time. In the morning they would be mustered on Meeting-house hill, and in discharging them a military ceremony had to be gone through with, which was somewhat imposing, at which time numerous spectators were usually present. Maj. Hyde was chief of staff and officer of the day on nearly all these occasions.

"Friday, 23, 1814. Turned off the guards. Lieut. S. H. Rogers of Phipsburg, having been arrested, ordered to be reported to Gen. McCobb on Saturday at 9 o'clock A.M. Capt. Ames marshaled the procession to prayers. Attended court martial on Lieut. Randall.

Saturday, 24. Went to the office before breakfast and made an order for reconnoissance of the dwellings and restraining the men from depredating on the citizens. After breakfast requested by Maj. J. F. Wingate to attend Gen. King and others to the forts on Coxs Head and on Hunniwells Point. After consulting Gen. McCobb, set out from Gen. King's wharf with very pleasant weather. Our party consisted of Gen. King, Maj. Wingate, Mr. Greenwood, Maj. Clap, Mr. C. Clap. Mr. Wm. K. Porter, and myself. Stopped a short time to view the work on Coxs Head, where Col. Reed's regiment was on fatigue duty under Lieut. Eastman acting as engineer. Col. Reed had got one 24 pounder almost mounted. During our stop sent the boat down to Capt. Wilson, commanding at the Point, to have him prepare a chowder for us. After a short stop at Coxs Head proceeded to the Point, where we partook of a very fine chowder. Inspected the works. Capt. Wilson fired a 12 pounder elevated to an angle of about four degrees, which sent a ball within a few feet of Pond Island, two miles distant, without striking. Gen. King also fired a 24 pounder, which did not carry so well, nor did he make so good a shot. Returned to Coxs Head. After spending a short time at the works and firing the first gun mounted for the first time, we embarked for Bath, sun about half an hour high, and arrived at 8 o'clock. Maj. Carleton accompanied us from the Head.

Sunday, Sept. 25, 1814. Made and promulgated an order for the troops to assemble (officers and men) at the hotel at 10 o'clock A.M. and by the bells ringing in the afternoon for attending meeting. Capt. Ames and myself divided the brigade in taking one-half to the South in the forenoon and to the North in the afternoon, while I attended at the North, then at the South. Mr. Ellingwood's text was, 'And it came to pass that when Moses held up his hand Israel prevailed.' Afternoon. Mr. Jenks' text was, 'Now they do it to obtain a corruptible crown, but we an incorruptible.' Evening. Received an order for parading the brigade to review and discipline at 9 o'clock Monday morning. Two companies came into town from Wiscasset.

Monday, Sept. 26, 1814. At 9 o'clock assisted in forming the brigade. Gen. King passed in review and then we marched in review and returned to the original ground; dismissed to form again at half-past one; called at Gen. King's; received an order for attending a court of inquiry, as marshal, at Brunswick on Lieut. R. T. Dunlap. After dinner formed lines and marched to the common, where Gen. McCobb gave the troops a very thorough drilling. In consequence of the arrival of a part of Col. Sweet's regiment from Gen. Sewall's division at Wiscasset, Col. Merrill's regiment mustered this day for pay and were discharged.

Wednesday. Col. Thomas' regiment, with most of the battalions of cavalry and artillery, also mustered for pay and discharged.

Thursday. Col. Sweet's regiment inspected by Maj. Clap.

Friday, 29. Maj. Clap, Maj. Coffin, Capt. Ames, and myself accompanied Gen. McCobb to Coxs Head. Assisted Maj. Clap in inspecting the regiment, and while he was engaged in mustering the companies for pay that they might be dismissed, Capt. Ames and myself accompanied by Lieut. Eastman walked to Coxs Head to view the battery. On our return to Capt. Ellis Percy's (regimental head-quarters) took a bite prepared by Gen. McCobb, and then accompanied him on parade, where we spent some time in drilling, and returned home about dusk.

Saturday, Oct. 1. Gen. McCobb showed me a letter, which arrived during his absence yesterday, from Gen. Dearborn, appointing him to the command of all the U. S. troops east of Portland, and 1800 militia to be detached for the service of the U. S. in this quarter. A brigade order issued for discharging from any further services, for the present, the whole of the brigade staff, and the command of the brigade to devolve on Lieut.-Col. Thomas.

Sabbath day, Oct. 2. Pleasant. Called on Col. Sweet and proposed arrangements for the troops under his command to attend meeting at one of the Congregational places of worship; and consequently Col. S., his officers, and three companies attended at the North meeting-house. Rev. Mr. Appleton preached.

Nov. 5, 1814. Received an order from Gen. McCobb to examine and certify the muster rolls of service lately rendered by the 1st brigade, 11th division, Maj. Clap. having left town without attending to it. Became acquainted for the first time with Col. Sumner, aid to Gov. Strong, now in the service of the commonwealth attending to payment of the troops from Gen. Sewall's division.

Dec. 3, 1814. Received by hand of Maj. Chas. Clapp about $91 as pay for my services while on constant duty during the last summer and fall.

Oct. 26, 1815. Inspected 1st regiment under Col. Andrew Reed and Capt. Sprague's company of artillery in Bath. Dined at Gen. King's; Rev. Mr. Jenks, Col. Reed and a number of officers, and Judge M. L. Hill present. Gen. King took occasion to remark that "during all the danger and alarm which the war occasioned in this quarter, and under all the sacrifices which he had known it to require of individuals in this part of the country, he had never been able to perceive any difference in the conduct of persons of different political sentiments."

[End of Maj. Hyde's account of Bath in the war of 1812.]

As major general in command of this military division, which then comprised old Lincoln county and east to Castine, **William King** displayed great ability in guarding the coast within the limits of his jurisdiction, and not a town was molested, a man injured, or a vessel destroyed that was lying in the rivers, bays, or harbors accessible to the enemy. His head-quarters were at his dwelling-house, which, he afterwards stated, was thronged for a year by officers and men engaged in military affairs.

The troops of the eighth and eleventh divisions, comprising a small part of Cumberland and the counties of Lincoln, Kennebec, Franklin, and Somerset, including what is now a part of Waldo and Knox counties, were stationed at the sea-coast towns extending from Bath to Wiscasset, Thomaston, and Camden. Troops were stationed at Bath and vicinity from June 20 to June 22, and from Sept. 10, to Oct. 1, 1814 (Me. Archives).

OFFICERS OF THE WAR.

Division and Brigade Staff Roll Eleventh Division.

William King, Major-General, Bath.
Moses Carleton, Jr., Aid-de-camp, Wiscasset.
Joseph F. Wingate, Aid-de-camp, Bath.
John Merrill, Jr., Judge Advocate, Wiscasset.
Denny McCobb, Brigadier-General, 1st Brigade, Bath.
Ebenezer Clapp, Brigade Major, Bath.
Nathaniel Coffin, Brigade Quartermaster, Bath.
Nathan Ames, Aid-de-camp, Bath.

Brigade Band was in the service from 14th to 28th Sept., 1814 (Me. Archives).

Roll of the Field and Staff of Lieut. Col. Andrew Reed, of the 11th Division, 1st Brigade, 1st Regiment, in Service at Bath 20th to 22d June, and 10th Sept. to 1st Oct, 1814.

Andrew Reed, Lieut.-Col., commanding, Georgetown.
William Burke, Major, Bath.
Zina Hyde, Adjutant, Bath.
Charles Clapp, Quartermaster, Bath.
Thomas D. Robinson, Pay-master, Bath.
William Jenks, Chaplain, Bath.
Timothy W. Waldron, Surgeon, Bath.
Nathaniel Weld, Jr., Surgeon's Mate, Bath.
Seth Hathorn, Sergeant Major.
Charles D. Loring, Quartermaster Sergeant.
Thomas B. Seavey, Fife Major. (Me. Archives.)

Col. Denny McCobb was commissioned as colonel of Maine and New Hampshire Volunteers, Dec. 23, 1812, and March 26, 1814, appointed colonel of the 37th Infantry; April 14, transferred to the 45th Regiment U. S. Infantry, which was disbanded June 15, 1815. Was in the army under Maj.-Gen. Henry Dearborn and in Brigadier Wade Hampton's division operation on the northern frontier against Canada; was in several battles, the last in the Chandiere Woods.

He held at the same time the commission of brigadier-general in the Massachusetts — District of Maine — Militia. His regiment of United States troops was recruited at Bath by Maj.-Gen. William King during May and June, 1814, and marched to join the army at Burlington, Vt.; and was in the battle of Plattsburg, N. Y., and in that of the Chandiere Woods, and was called the bravest officer in the army. Col. McCobb's regiment of United States Volunteers was recruited at Bath, Gen. King being United States recruiting officer under United States commission as colonel of the regular army. The camp of the regiment was on Western avenue near High street. Mr. Joseph Hayes of Bath was one of the recruiting sergeants. A portion of the regiment was at Bath during the "great alarm" in June, 1814; a portion had marched to join the United States forces in western New York.

BATH, March 26, 1813.

Major-General William King:

SIR. — Having entered into the service of the United States, and being ordered out of the district of my command in the Militia, permit me to solicit you to grant me leave of absence from my brigade for one year from the first day of April next.

Very respectfully,

I am, Sir, with high esteem your obedient servant,

DENNY MCCOBB,
B. G. 1 B., 11 D.

This request was granted.

REGIMENTAL ORDERS, MAY 1, 1812.

Pursuant to Division and Brigade orders for detaching 62 men, officers included, from this regiment, Major Andrew Reed, Capt. Richard Hagan, Lieut. Nathaniel Todd, Ensign Gamaliel Crooker, Quartermaster Clapp, Ensign Timothy W. Waldern, Rev. William Jenks are detached as officers for the battalion to be composed of the detachment from this Brigade; they will hold themselves in readiness to assemble and march at a moment's notice. The commanding officers of companies in this regiment will detach by lot from the

rolls of their companies the number of non-commissioned officers and privates set against their names in the annexed schedule, viz.:

Capt. Richard Hagan,	5 men,	5
Capt. William Burke,	6 men,	6
Capt. Josiah Trott,	1 serg't, 1 musician, 10 men,	10
Capt. Henry Cutting,	6 men,	6
Capt. Benjamin Davenport,	1 serg't, 6 men,	7
Capt. Ho— G. Allen,	1 serg't, 1 musician, 2 men,	4
Capt. Ellis Percy,	1 serg't, 5 men,	6
Capt. Jeremiah Fisher,	6 men,	6
Ensign Timothy Williams,	1 serg't, 1 musician, 2 men,	4
		50

The commanding officers of companies aforesaid will make their detachment without delay and order the men so detached to be armed and equipped according to law and held in readiness to assemble and march at a moment's notice. Agreeably to the General Orders herewith transmitted, they will also make their returns on the printed forms herewith furnished without delay. Adjutant Hyde will transmit those orders to each of the officers detailed and to the commanding officers of the companies without delay and furnish such blank forms as are necessary to effect the aforesaid detachment; he will also use diligence to collect the returns of the detachment and transmit them in an orderly manner to the commanding officer of the Brigade.

DENNY MCCOBB, LT.-COL. 1 R. 1 B.

1812.

ROSTER OF OFFICERS 1ST REGIMENT, 1ST BRIGADE, 11TH DIVISION.

NAME.	RANK.	DATE.	RESIDENCE.
Denny McCobb,	Lt-Col. Comd., Promoted Brigader-General.	May 10, 1798,	Georgetown.
Andrew Reed,	Major, Promoted.	June 11, 1804,	"
Lewis Thorp,	Major, Discharged May 31, 1811.	July 4, 1809,	"

Name.	Rank.	Date.	Residence.
Thos. Cushing,	Adj., Removed locally.	June 23, 1810,	Bath.
Chas. Clapp,	Qr.-Master, Promoted.	Feb. 2, 1810,	"
Chas. Shaw,	Pay Master, Rem. locally	June 23, 1810,	"
Timothy Waldron,	Surgeon,	April 3, 1808,	"
Nath'l Weld,	Surg. Mate,	June 22, 1808,	"
Wm. Jenks,	Chaplain,	April 1, 1806,	"
Ebenz. Clapp,	Major, Promoted Brig.-Major.	July 4, 1811,	"
Zina Hyde,	Adj., Promoted.	Aug. 31, 1811,	"
Thos. D. Robinson,	Pay-Master,	June 10, 1812,	"

Subsequent Roster Same Regiment.

Andrew Reed,	Lt.-Col. Comd.,	Sept. 3, 1812,	Gorgetown.
Josiah Trott,	Major, Discharged March 31, 1814.	Sept. 3. 1812,	Woolwich.
Wm. Burke,	Major,	Sept. 3, 1812,	Bath.
Dwelly Turner,	Major,	Sept. 3, 1812,	"
John Parker,	Captain, Discharged Dec. 10, 1810.	June 11, 1801,	Georgetown.
Benj. Foster,	" Discharged July 15, 1811.	Nov. 11, 1803,	Bath.
David Gilmore,	" Discharged Dec. 10, 1810.	April 3, 1804,	Woolwich.
George Rogers,	" Discharged Dec. 10, 1810.	April 3, 1804,	Georgetown.
Jethro Sprague,	" Discharged April 24, 1811.	July 4, 1804,	"
Ebenz. Clapp,	" Promoted.	May 2, 1809,	Bath Lt. Inf.
Benj. Bailey,	" Discharged March 30, 1812.	May 2, 1809,	Woolwich.
Richard Hagan,	" Promoted.	Aug. 19, 1809,	Georgetown.
Wm. Burke,	" Promoted.	May 1, 1810,	Bath.
Josiah Trott,	" Promoted.	Feb. 4, 1811,	Woolwich.

Name.	Rank.	Date.	Residence.
Benj. Swett,	Captain,	Feb. 5, 1811.	Georgetown.
	Discharged Jan. 27, 1812.		
Henry Cutting,	"	Feb. 6, 1811,	"
	Discharged March 28, 1814.		
Ellis Percy,	"	July 1, 1811,	"
Horatio G. Allen,	"	July 23, 1811,	Bath Lt. Inf.
	Discharged March 10, 1813.		
Benj. Davenport,	"	Aug. 22, 1811,	Bath Lt. Inf.
	Discharged Dec. 23. 1814.		
Jeremiah Fisher,	"	March 26, 1812,	Georgetown.
Jas. Williams,	"	May 6, 1812,	Woolwich.
	Discharged April 21. 1815.		
Samuel Low,	"	Sept. 26, 1812,	Bath.
	Discharged April 4, 1814.		
Thos. Motherwell,	"	Sept. 26, 1812,	Woolwich.
Wm. Torrey,	"	May 15, 1813,	Bath Lt. Inf.
Farris Da Toster,	"	May 23, 1814,	Phipsburg.
	Discharged April 21, 1815.		
John Pettes,	"	May 23, 1814,	Bath.
Dwelly Turner,	"	March 27, 1815,	"
	Promoted.		
Francis Cushman,	"	June 8, 1815,	Wool. Lt. Inf.
Jas. Bowker,	"	June 9, 1815,	Phipsburg.
Benj. Swett,	Lieut.,	June 11, 1803,	Georgetown.
	Promoted.		
Benj. Davenport,	"	Nov. 11, 1803,	Bath.
	Promoted.		
Henry Preble,	"	April 3, 1804,	Woolwich.
	Discharged Feb. 21, 1810.		
Jas. B. Oliver,	"	July 4, 1804.	Georgetown.
	Discharged Dec. 10, 1810,		
Henry Cutting,	"	April 1, 1806,	"
	Promoted.		
Horatio G. Allen,	"	May 2, 1809,	Bath Lt. Inf.
	Promoted.		
John J. Gould,	"	May 2, 1809,	Woolwich.
	Discharged March 30, 1812.		
Wm. Flitner,	"	June 10, 1803,	Georgetown.
	Discharged Dec. 10, 1810.		
Sam'l Low,	"	July 12, 1810,	Bath.
	Promoted.		

Name.	Rank.	Date.	Residence.
Josiah Trott,	Lieut.,	Sept. 7. 1810,	Woolwich.
	Promoted.		
Jere'h Fisher,	"	Feb. 5, 1811,	Georgetown.
	Promoted.		
Sam'l H. Rogers,	"	Feb. 5, 1811,	"
	Discharged April 20, 1815,		
Ellis Percy,	"	Feb. 8, 1811,	"
	Promoted.		
Nath'l S. Todd,	"	Feb. 8, 1811,	"
Thos. Motherwell,	"	Feb. 4, 1811,	Woolwich.
	Promoted.		
Wm. Stevens,	"	July 25, 1811,	Bath Lt. Inf.
	Discharged May 31, 1813.		
Hezekiah Wyman,	"	Aug. 22, 1811,	Bath.
	Discharged Feb. 2, 1814.		
Jas. Cushing, Jr.,	"	Oct. 10, 1811,	Georgetown.
Jas. C. Whitmore,	"	March 26, 1812,	"
Francis Cushman,	"	May 5, 1812,	Wool. Lt. Inf.
	Promoted.		
John Pettes,	"	Sept. 26, 1812,	Bath.
	Promoted.		
Wm. D. Leonard,	"	Sept. 26, 1812,	Woolwich.
Thomas Agry, Jr.,	"	May 15. 1813,	Bath Lt. Inf.
Alden Winter,	"	May 23, 1814,	Bath.
Enoch Foote,	"	May 23, 1814,	"
Ric'd Mitchell,	"	June 8, 1815,	Wool. Lt. Inf.
Alex. Drummond, Jr.,	"	June 9, 1815,	Phipsburg.
John Swett,	Ensign,	April 7, 1804,	Georgetown.
	Discharged Dec. 16, 1811.		
Gamaliel Crooker,	"	Sept. 30, 1805,	Bath.
	Discharged April 4, 1814.		
John Gilmore,	"	April 3, 1804,	Woolwich.
	Discharged Jan. 24. 1811.		
John McCarthy,	"	March 30, 1807,	Georgetown.
	Removed locally.		
Ellis Percy,	"	May 2, 1809,	"
	Promoted.		
Wm. Stevens,	"	Aug. 9, 1809,	Bath Lt. Inf.
	Promoted.		
Timothy Williams,	"	May 2, 1809,	Wool. Lt. Inf.
	Discharged Sept. 17, 1812.		

Name.	Rank.	Date.	Residence.
Samuel H. Rogers,	Ensign,	May 11, 1809,	Georgetown.
	Promoted.		
John Pettes,	"	July 12, 1810,	Bath.
	Promoted.		
Wm. D. Leonard,	"	Feb. 4, 1811,	Woolwich.
	Promoted.		
Wm. Davis,	"	Feb. 6, 1811,	Georgetown.
Joseph Blithen,	"	Feb. 8, 1811,	"
	Removed locally.		
Wm. Torrey,	"	July 25, 1811,	Bath Lt. Inf.
	Promoted.		
Jotham Crosby,	"	Oct. 10, 1811,	Georgetown.
Chas. Potter,	"	March 26, 1812,	"
David Oliver, 8th,	"	July 9, 1812,	"
Oliver Trivett,	"	Sept. 26, 1812,	Bath.
	Removed and discharged May 23, 1814		
John W. Stinson,	"	Sept. 26, 1812,	Woolwich.
Ezekiel Walker,	"	May 15, 1813,	Wool. Lt. Inf.
Wm. Emerson,	"	May 15, 1813,	Bath Lt. Inf.
Sam'l D. Crooker,	"	May 24, 1813,	"
Thos. P. Stetson,	"	May 23, 1814,	"

Roster of Officers 1st Regiment, 1st Brigade, 11th Division, Mass. Militia at Coxs Head from Sept. 10, to Oct. 1, 1814.

Name.	Rank, Infantry.	Date of Com.	Residence.
Andrew Reed,	Colonel,	Sept. 3, 1812,	Phipsburg.
Wm. Burke,	Major,	Sept. 3, 1812,	Bath.
Zina Hyde,	Adj.,	Aug. 31, 1811,	"
Chas. Clapp,	Qr.-Master,	Feb. 2, 1810,	"
Wm. Jenks,	Claplain,	April 1, 1806,	"
Thos. D. Robinson,	Pay Master,	June 10, 1812,	"
Tim. W. Waldron,	Surgeon,	Dec. 25, 1806,	"
Nath'l Weld, Jr.,	Surg. Mate,	Jan. 22, 1808,	"
Richard Hagan,	Captain,	Aug. 19, 1809,	Georgetown.
Ellis Percy,	"	July 19, 1811,	Phipsburg.
Benj. Davenport,	"	Aug. 22, 1811,	Bath.
Jeremiah Fisher,	"	March 10, 1812,	Georgetown.
Joseph. Williams,	"	May 5, 1812,	Woolwich.
Thos. Motherwell,	"	Sept. 20, 1812,	"
Wm. Torrey,	"	May 25, 1813,	Bath.
John Pettes,	"	May 23, 1814,	"

Name.	Rank, Infantry.	Date of Com.	Residence.
Mathew Todd,	Lieut.,	Feb. 8, 1810,	Georgetown.
F. D. A. Foster,	Captain,		Phipsburg.
Samuel H. Rogers,	Lieut.,	Feb. 6, 1811,	"
Jas. Cushing, Sr.,	"	Oct. 10, 1811,	"
Jas. C. Whitmore,	"	March 10, 1812,	Georgetown.
Francis Cushman,	"	May 5, 1812,	Woolwich.
Wm. D. Leonard,	"	Sept. 20, 1812,	"
Thos. Agry,	"	May 15, 1813,	Bath.
A. Winter,	"	May 23, 1814,	"
Wm. Davis,	Ensign,	Feb. 7, 1811,	Phipsburg.
Jotham Crosby,	"	Oct. 10, 1812,	"
Chas. Potter,	"	March 10, 1812,	Georgetown.
David Oliver 8th,	"	June 18, 1812,	"
John W. Stinson,	"	Sept. 20, 1812,	Woolwich.
Ezekiel Walker,	"	May 15, 1813,	"
Samuel D. Crooker,	"	May 23, 1813,	Bath.

This is a true copy from the original roster of September 26, 1814. Attest Z. Hyde, late Adjutant, having custody of the papers of 1st Regiment, 1st Brigade, 11th Division at this time.

Phipsburg, September 26, 1814

Signed, JAS. M. MARSH, Act. Adj.

INCIDENTS OF THE WAR.

It was a source of annoyance to some of the clergy that Sundays were used as days of military parade. Rev. Mr. Eaton of Harpswell, on the 4th of September, 1814, at the request of President Appleton of Bowdoin College, preached to the students and congregation at Brunswick. It was at the opening of divine service in the morning, while Mr. Eaton was engaged in prayer, that two companies of militia marched by the meeting-house armed and equipped, with drum beating and fifes playing, *en route* for Bath, to reinforce the troops at that place. This excited the passions and feelings of Mr. Eaton and added fuel to his excited imagination. "He prayed the Lord that our ears might not be stunned in the sanctuary by the sound of musical instruments exciting men to deeds of death; for every battle of the warrior is with confused noise and garments rolled in blood."

The privateer SHIP AMERICA of Salem came into the river during the war and anchored off Hyde's wharf. She thought she was pursued by a British frigate at sea, and in order to make her escape she put away for the Kennebec. The ship that was in chase proved to be the "Peace and Plenty" of New York. She sprang a leak, was obliged to make a harbor, and ran on the flats below Union wharf. She was afterwards hauled to Clapp's wharf and repaired. The America was a fine ship and mounted twenty long-nines, was formerly an East Indian, and belonged to the Crowninshields of Salem. She had her deck taken out when they fitted her for a privateer. She came into Bath the second time. She also sent in several prize ships; one of them was loaded with English goods and was very valuable. Luke Lambert contracted with the owners for ten thousand dollars to haul them to Boston by land to avoid the cruisers in the bay. At the same time there came in a Letter of Marque schooner for a harbor, and the two armed vessels made something of a war-like appearance on the river.

During the war all kinds of goods were exceedingly high in price, more especially imported goods. The following LIST OF PRICES is recorded in diary of Zina Hyde, then in mercantile business with Jonathan Hyde. Their store was a brick one on Water street, immediately north of the Houghtons' office, and was demolished in 1885 or thereabouts. "W. I. rum, $1.40 to $1.60; molasses, .80 in Bath, .85 in Boston; sugar, .16 to .18 in Bath, .19 to .21 in Boston; coffee, .20; S. tea, $1.20 to $1.25 in Boston and rising fast; corn, $2 in Boston, more in Bath; flour, $13 in Boston, $16 in Bath."

During the war of 1812 there were those who entered into the SPECULATION of supplying the British with provisions. Parties drove cattle to sell in Canada. Wiscasset was a depot from which British war vessels cruising off the Maine coast obtained supplies of fresh mutton, sheep being sent there for that purpose, in which trade it is said by good authority that know that sheep were sent from Bath.

The Kilgore Robbery. — During the war of 1812 the general government levied a direct tax, which was especially unpopular with the Federal party, which opposed the war. Mr. Kilgore of Topsham was appointed to collect the tax in Phipsburg,

which having completed he was in the night on his way home on horseback, when a man came out from a clump of bushes about where is now the Dromore guide-board with a gun in his hand and taking the horse by the bits, demanded the tax money, which was delivered to him, when the collector was permitted to pass along in safety. A prominent man living in Topsham was arrested for the act, and at the trial Kilgore positively identified the prisoner as the man who robbed him. On the defence the prisoner clearly proved an alibi and was acquitted. He mistook his man in this way: the prisoner had a brother residing in Phipsburg, closely resembling him, and he was the man who did the act, as it was afterwards universally known. He could not be touched, however, because the collector had sworn that the other brother, when on trial, was the guilty man.

A Nautical Adventure. — Some forty years since a writer thus relates his reminiscences in a newspaper of the day: "In our last, we gave a little incident of our nautical experience, in which we were captured by the enemy in the last war with England and made a brief prisoner on board of one of his Majesty's ships-of-the-line. In the present paper we shall relate another incident of our young experience, in which we were *not* taken by the enemy. It was whilst on our first voyage to the District of Maine, in September, 1813. Circumstances of a domestic nature, induced by the war itself, rendered it expedient, if not necessary, that we should remove from the land of our fathers in the Old Colony to the abode of contemporary relatives in Bath. In these times, when, if a man has not been around the world, he has been nowhere, and when he may be almost everywhere in the same day, it is no more to go to Europe than it formerly was to cross a mill pond; but forty years ago it was a great and venturesome thing, especially in war time, to make a sea voyage from Plymouth to the Kennebec. It was not the day of steamboats or railroads; such things were not so much hoped for as a means of locomotion as the idea is now entertained of navigating the atmosphere under a convoy of eagles. Indeed, by post-coaches, if they had

been established on the entire line, the journey from Boston to Bath was accomplished only in the better part of two weeks, and at a cost that would now carry a passenger by steam power from Boston to Wisconsin. Maine merchants must procure their goods in Boston, and these goods must be conveyed by water, notwithstanding the British cruisers constituted a cordon investing the coast from Cape Cod to Eastport. Coasters must attempt the 'run,' though at fearful risks. Many, very many, of them fell into the hands of the enemy; but a few by watching their opportunities, and especially by running in the night time, had the good fortune to make their trips with success. Amongst these lucky ones was a large schooner, rigged in the old-fashioned style of two topsails, very brig-like, belonging in Bath and commanded by a daring old salt, Capt. McKown of Woolwich (Robert). He belonged to the war party, was zealous for 'sailors' rights'; fearless himself, he had a most ravenous appetite for 'the blood of an Englishman.' His formidable craft lay at the T wharf in Boston, watching her opportunity to put out of the harbor when the weather had forced the cruisers temporarily to withdraw from the coast, and make her run without detection to the Kennebec. In a swift 'shaving mill,' like that in which we had been captured three months before, we proceeded to Boston and took passage in Capt. McKown's great schooner for Bath. She was deeply laden with merchandise, and several of the merchants of Bath and adjacent towns were on board with their goods. Some ladies were of the party.

The first part of the voyage was made between two days, protected from observation by the cover of darkness. Morning found us within a few leagues of Portsmouth, which, by help of a fair wind, our captain hoped to reach in season to lie by, till another night should afford a second opportunity to run eastward. But soon an armed brig was discovered in the southern horizon making for the coast; and by the time she had become clearly visible to the naked eye, a ship was also seen in the same direction, lying off and on, as if to support the brig in her adventures. The ship, we afterwards learned, was the La Hogue, which was commanded by an Englishman who, when he was drunk, — and that was most of the

time, — disgraced the British navy by his savage cruelties to his captured Americans. The brig had evidently got a sight of our noble looking schooner, and was pressing all her canvas to cut us off before Capt. McKown could reach Portsmouth; and so rapidly did she gain upon us, that it became quite certain she would cut our line before we could reach the point of safety. A consultation was had, and the resolution formed to run the schooner on shore and beach her rather than give her up to the enemy. Suddenly, however, we noticed that the brig hove about and shaped her course for the La Hogue. This was, indeed, a happy change for us, but it was altogether inexplicable, till shortly the mystery was explained by our noticing two United States brigantines, — the Enterprise and Rattlesnake, — an armed schooner, and several gun-boats, coming out of Portsmouth, by the fort that defends the harbor, and proceeding in the direction of our pursuer and the La Hogue whose protection she was seeking. Our schooner joined the American fleet shortly after the fort had been passed, and our vali nt captain, burning with a patriotic zeal, put up his helm and steered in the same direction. We fell in by the side of the Enterprise, which near the mouth of the Kennebec had had the battle with the Boxer, and took her and brought the slain captains of both vessels into Portland, where their bodies now lie side by side. In vain did our passengers protest against Capt. McKown's temerity in going out to participate in the hazards of a naval engagement. Argument was lost upon him; his throat breathed vengeance; his very eyes flashed fire; he was an old 'war-hawk' and could not be restrained. We recollect how one of the passengers, a merchant who had goods on board, Hon. David C. Magoun, a most respectable gentleman of Bath, protested to Capt. McKown against his perilling his vessel, the property committed to his charge, and even the liberty and perhaps lives of us all, by the daring venture of accompanying the fleet to the forthcoming sea-fight.—'You are entirely unarmed and cannot possibly be of any service in the engagement.' 'No matter for that,' asserverated the old 'war-hawk,' 'the British do not know that; they don't know but we are half full of arms and men; at least we shall add one to the number; I have one old shooting

iron down below, and I know I can make a hole with it in some d — d red coat before we quit.

Really he was bent on his purpose. He was fully determined to see the battle, whether he could participate in it or not, and did not doubt that his presence might, in some fortunate circumstances, be of service to the American belligerents. They were going out to give battle to the ship and brig, which by this time had joined company and were laid to, waiting to receive our approaching fleet. We shall never forget the appearance of the Enterprise and Rattlesnake as we moved along side of them, especially of the first, which was so near us that her captain and ours could converse with great facility. The decks were all cleared for action and, just out of port, were exceedingly clean and glistening. The boats were hauled up in the rigging, the port-holes were opened, every gun was manned, all was still except as the boatswain's whistle was heard, or the American captain held conversation with our schooner. 'Where are you going?' asked he of Capt. McKown. 'Don't you see,' exclaimed he, pointing to the two British cruisers that were waiting our approach; 'we are going wherever you go, if that's to Davy's locker!' 'My friend,' rejoined he, 'let me advise you to put back; you can be of no possible service to us, and you may see bloody work before you return.' 'That's just what I want to see,' replied our captain, and he refused to return. It was really a fearful hour to us all. Men going into battle never could feel differently from what we felt. Thus we sailed outward until with our glasses we could see the enemy's port-holes and witness the movement of his men on board. Almost were we within gunshot. Directly, without our knowing the cause, the whole American fleet 'about ship' and took the back tracks for Portsmouth! This was in obedience to a signal from the fort on shore. Never did our young heart beat with a readier joy than when our captain concluded not to go and fight the ship and brig alone, but to return and make a port with the brigantines. On coming to anchor in Piscataqua, we learned the cause of recall. It seems that Com. Hull, who commanded on shore, had reason to believe there was a 74 gun ship, the Tenedos, in the offing within hearing of the guns, should an engagement be

hazarded, and that she would come to the relief of the vessels our fleet was in pursuit of; and as night would shut in before the controversy could be decided, he thought it prudent, on the whole, to recall the force to port, which he did by the signals before alluded to. If any of our readers ever came nearer being in a sea-fight than we did, without being really involved in it, and experienced anything more of the sensations preceding such a conflict, we shall be very happy to hear from them."

Opposers of the War. — At the commencement of the war of 1812 the Federalists opposed the enlistment of men and sent out circulars and employed men to ride through the country to discourage enlistments. Republicans ardently supported the war. In times of local danger, however, those of both parties rallied for defence.

Its Effects. — When this war ended in 1815, it required several years to restore the crippled commerce to anything like prosperity. During the embargo, non-intercourse, and war, vessels in course of construction at Bath crumbled on the stocks and others rotted at the wharves. At the time the embargo was declared, William King had five ships and four brigs, all but one loaded for sea, anchored in the river, stringing from shore to shore. Merchants who had amassed independent fortunes were reduced to penury, as the embargo cut off our trade also with neutral nations.

SHIP-BUILDING.

The most prominent feature in the history of Bath and conspicuously identified with its business and growth is that which is connected with the construction and sailing of vessels. The history of the building of vessels on the Kennebec dates back nearly three centuries. Before the Pilgrim fathers had landed at Plymouth, before settlers had permanently established themselves in the New World, before any industry had set up its standands on this side of the Atlantic, the great business of building ships had begun on the Kennebec in the construction of the Virginia by the Popham colony. None of the undertakings that came afterwards were so strongly and lastingly established as the business of building ships. It has been identified with the country's growth and greatness from the very first, and its fluctuations have been the sure thermometer of the country's varying fortunes.

In times of peace and plenty, the ships of the Kennebec have carried the country's products to every sea and every clime, and brought back in trade the choicest products of every nation. In times of war, the sailors trained on American merchant-men have been the bulwark of the nation against the invading navies of her foes. Great is the glory that has come to our country by the brave deeds of our sailor-men in the war of 1812, and great the prosperity that has come to our country by the achievements of our merchant marine in times of peace before and since that event.

At the time when BRISTOL was the chief port of commerce in England, the ships hailing from there were considered models in build and rig; consequently when an American ship was rigged in a notably rakish style, it was remarked by seafaring men that she was "taut-rigged and Bristol fashion."

Centuries ago the TERM SHIP had a wide significance. During the reign of William the fourth, of England, a statute enacted that the term ship comprehended every description of vessel navigating the ocean.

First Vessel Built on the Kennebec. — The name of "VIRGINIA of Sagadahock" of 1607 was given in honor of the designation of New England as North Virginia. When the Popham colony broke up its settlement and returned to England, the Virginia sailed in company with the other vessel that took the members of the colony home. Her arrival at the port of Falmouth was a sensation; a wonder at the triumph of ship-carpentry in the distant wilds of the New World. This little craft was the forerunner of the great American industry that eventually arrived to the distinction of beating the world in the model wooden ship.

Interesting is the history of the ship-building on the Kennebec traced from the quaint little thirty ton ship, that was builded in the wilderness at the river's mouth almost three hundred years ago, through the centuries to the huge leviathans of peace and war that at this later day are rearing their giant frames in the ship-yards of this ship-building city. Imagination alone can speculate upon the methods of construction used by the master builder, "one Digby of London," as to whether he, with ship-building aforethought, brought with him from England the spikes for the planking, or whether, Robinson Crusoe like, his men fashioned the nails out of whatever iron they happened to have at hand; whether the Indians helped them or hindered them, and what these natives thought of the strange pale faces who had come into their midst to build a huge canoe. But whatever the Indians thought of the settlers there is no question as to what the settlers thought of the land of the Indians, for soon after they had finished their ship, launched her upon the smooth waters of Atkins Bay, and fitted her for an ocean voyage, they availed themselves of the opportunity to leave these inhospitable shores and sail back to the mother country in their new vessel and the Mary and John, the supply ship. Neither the colonists nor the ship ever came back to

the Kennebec, but the new ship was used in transporting colonists to the South Virginia settlement.

The Second Build. — It was sixty-eight years later when another vessel was built on the Kennebec shores. When the famous firm of CLARK & LAKE came into possession of the island of Arrowsic and established vast business enterprises, they built vessels on the island and sailed them in transporting the products of their trade with return cargoes of supplies. Their yards were on the Kennebec side of the island and on the eastern side at or near Spring Cove. Across the bay from the latter locality, on the Woolwich shore, lived the FATHER OF WILLIAM PHIPS. The natural tendency of the times being for vessels, the youthful ambition of this subsequent famous man seems to have led him to become a shipwright as the basis of the future eminent career which he early mapped out for himself.

SIR WILLIAM PHIPS.

PHIPPS.

James Phips, the father of Sir William, emigrated to this country in 1651 and settled on the Kennebec at Butlers Cove (*vide* "Fathers of New England"). Afterwards he purchased the land known as Phips Point in Woolwich bordering on the Sheepscot River. He settled there as a farmer, at the same time pursuing his trade of gunsmith. He had a family by one wife of twenty-one sons and five daughters. His tenth child was WILLIAM, born Feb. 2, 1651, on Arrowsic Island, and while a child was taken by his parents to Woolwich. He learned the trade of shipwright by a four years' apprenticeship in the yards of Clark & Lake at Arrowsic. Upon the end of his apprenticeship, at the age of twenty-two, he went to BOSTON to work in ship-yards in 1673. There were no schools in his town, and he received no education. While working at his trade in Boston he married the widow of John Hull, daughter of John Richards, the original proprietor of Arrowsic, who brought him some property and taught him to read and write. He returned to his old home in WOOLWICH in 1674, where he built a ship for Boston

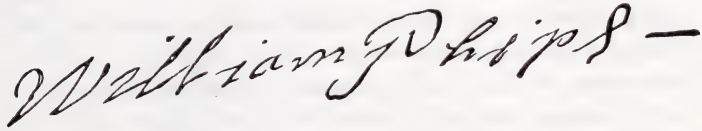
parties which he completed in 1676. This proved a very fortunate circumstance to the settlers in that vicinity, for on the completion of the vessel the first Indian war broke out and savage depredations began. The settlers on the SHEEPSCOT, terrified by the tidings of the massacres at Hammonds Fort and at the garrison-house of Clark & Lake, fled to the islands in Booth Bay, when William Phips took them on board his vessel and sailed for Boston, although he was obliged to abandon a portion of his cargo of lumber that was ready for shipment. He continued building and sailing vessels at Boston for some years until he engaged with the Duke of Albemarle to proceed in one of the king's ships in search of a sunken Spanish treasure ship that was lost off the Bahamas. On the second voyage in this enterprise he was sucsessful in finding the wreck in some fifty feet of water. From this wreck they obtained $1,350,000 in gold, silver, and jewels. Phips' part amounted to $80,000 and for this great service he was knighted. He had the generosity and the justice to divide with his sailors a fair proportion of the treasure recovered.

On his return to this country FROM ENGLAND he resided in Boston and was given public employment. In 1690 he commanded the colonial fleet that captured FORT ROYAL in Nova Scotia. He sailed from Boston in May with a fleet of nine vessels. He had the rank and title of commodore, his flag ship carrying forty guns. He completed the conquest of Acadia and brought back enough of the enemy's merchandise to pay the expenses of the undertaking. The next August he commanded an expedition against Quebec. The land forces were to proceed by the way of Lake Champlain, uniting with the fleet for the reduction of that place. Phips was repulsed in this undertaking, not having receiving the expected aid. A severe storm destroyed a portion of his fleet, and the expenses, which they anticipated would be paid from the spoils, fell upon the colonies, and money being scarce, bills of credit and paper money were issued, the first instance in our history. He subsequently rebuilt the destroyed fort at Pemaquid and named it Fort William Henry.

SIR WILLIAM went to England to obtain from the Crown a new

charter for the Province of Massachusetts Bay, and returned with it as governor in 1692. This office he ably administered until 1694, when, as had been the fate of all previous governors of the colony, he encountered opposition which culminated in his recall to England to answer to complaints against his methods of administration. This he did successfully and remained for some time in London. He died there in the year 1695 at the early age of forty-four years. This country lost an able, enterprising, patriotic, and good citizen.

William Phips by his own force of character rose from a poor and uneducated youth to wealth, power, and distinction. In personal appearance he was tall and commanding; of comely and symmetrical features; courtly and dignified in manner; of amiable and generous disposition. On his first return to this country, loaded with wealth and honor, he tendered a splendid feast to the ship-carpenters of Boston in consideration of his having commenced active life pursuing that honorable avocation.



The York Records of 1727 show that "John Lane of Boston recites that his mother, Sarah, was daughter of John White, and conveys land at Kennebec inherited from her, purchased by John White and James Phips from Edward Bateman. Good authority states that James Phips and John White were born about the same time." William M. Sargent, Portland, wrote that he had evidence that James Phips died and John White, his business partner, married Phips' widow and she had several children by him (*vide* S. Richards, South Paris).

Early Building at Bath. — The continued hostilities of the savages prevented vessel building to any great extent on the Kennebec as well as elsewhere on these shores until keels were laid at the "Reach" sixty-five years after Phips' Woolwich ship. The inception of the business as connected with this locality was the

building of sloops and schooners on the banks of the NEW MEADOWS River, which at an early ¢ y was the mart of commerce for this section.

In due time, however, the entire business became transferred to the KENNEBEC, where BATH has, for more than a century, held the lead in ship-building on this river and tributary waters, and eventually has become the largest wood ship-building city in the world. Its rise and growth is a matter of general interest. It is the earliest of Bath industries and has continued paramount to all others. Its establishment and prosecution have brought into being many collateral industries indispensable to the building and sailing of ships. THIS LOCATION was well chosen. The country around was covered with forests of the best oak timber in the world to put into vessels, with tall, straight spruce for masts and spars, while the shore on this west side of the long stretch of deep water was well adapted, in its sloping trend, for placing a hull and sliding it into its destined element.

Bath skirts the shore for three miles on what was known as Long Reach, a broad, straight section of the river which forms a perfect harbor for vessels of the largest tonnage. This port is ample for the navies of the world, and if a harbor were the measure of a city's commercial importance, Bath would be second to none. These advantages have been utilized by Bath in the pursuit chiefly of her principal industry, for which she is known in every part of the maritime world. She has built ships upon its banks and launched them into its waters until the tonnage which bears her name outnumbers that of any other wood ship-building community in the world. Indeed, this industry, first located here on account of the accessibility of ship timber, grew to such large proportions and became so firmly established that when the supply of material near at hand became somewhat exhausted and it was necessary to resort to the pineries of the South and West, it did not decrease in volume or in any way was affected by this fact; on the contrary, the history of ship-building in Bath perfectly demonstrates the theory that the prime factor of success lies in the skill of the ship mechanic and the home ownership of a large portion of the tonnage produced.

She is so advantageously located that she is destined to become a very much larger city than she is now, and of greater importance as a ship-building point.

The Pioneer Builders. — In 1741, JONATHAN PHILBROOK came to Long Reach and settled on the site of the present city of Bath. He was its pioneer ship-builder. In 1743, this Jonathan Philbrook and his two sons built a schooner on the banks of the river south-east of the present custom-house. This vessel must have been a success, for these builders followed a few years later with another schooner.

But the first man to ESTABLISH SHIP-BUILDING in Bath as a permanent business was CAPT. WILLIAM SWANTON. In the year 1762, this ship-builder put up the FIRST FULL-RIGGED SHIP built in Bath. It was called the Earle of Bute; the succeeding year he built a ship, also on contract, for an English merchant named JENNESS, and the following year filled a like contract with a Mr. Ayles for a ship which was called the Rising Sun, a name prophetic perhaps of the rising glory of Bath-built ships. In 1765, he built a small ship and named her the MOORE. He continued building a merchant vessel every year until the commencement of the Revolutionary war. In 1776, he built a ship to be used for a privateer for a Salem company. She was considered of superior model for sailing; was mounted with eighteen guns; was named the Black Prince and fitted out at Bath. Soon after leaving the Kennebec she had a severe battle with an ENGLISH SHIP of the same size, took her and sent her into port. She joined the famous expedition against Castine in 1779. It is thus seen that at an early day vessels were built at Bath for outside parties, as is the business of building them on contract so largely the custom at the present day.

WILLIAM SWANTON was by birth an Englishman. He came to Boston at an early age and lived there many years. In consequence of the disturbed state of the country on the sea-board, caused by the French war, he removed to Haverhill in the interior, where he was enrolled in a company of the militia; served as captain in the French war and was at the reduction of Louisburg in 1758. He

was by trade a shipwright, and was remarkable for skill and industry. About the year 1760, he came to the river Kennebec where Bath now stands, locating his first ship-yard at the foot of Summer street, and afterwards at the foot of South street after the Revolution. He was a constant ship-builder during the active years of his life, and when he died in 1810 was ninety-nine years of age. Capt. Swanton was the ancestor of the several familes of Swantons of Bath, some of whom have been for a long series of years notable ship-owners and ship-masters.

With the commencement of ship-building by Capt. Swanton was the advent of Joshua Raynes, who in 1762 built a sloop at Bath called the Union and which had other owners. Going on a West India voyage at the period of the Revolution, she was on her return to Bath with a cargo of molasses when she was captured off Seguin by a British cruiser. It is stated that in 1722 Joshua Raynes built a sloop of one hundred and forty tons at the South End, but the date is not verified. At the close of the Revolutionary war Joshua Raynes built a schooner which was owned by ten persons, among whom were Dummer Sewall, Joshua Philbrook, E. H. Page, and others. This was a great undertaking for that period and many people attended the launching of the vessel. She was about 100 tons burden, cost something like $3,000, and was profitably employed in the coasting business.

Vessels built at West Bath at an early date will be recorded in the history of that town.

The first vessel built by the PATTEN FAMILY was in Topsham. In 1772, the schooner Industry was built by the elder John Patten and his son Robert and owned by them and Robert Fulton, Mr. Jameson, Mr. Harward, and James Maxwell. The latter went captain of her. She was one of the first vessels that went to the WEST INDIES from the Kennebec. She was sold during the Revolutionary war for paper money which was not of par value. In 1776 or 1777, JOHN PATTEN, SENIOR, built at Topsham the schooner Orange, which went to the West Indies and was taken by a French cruiser which confiscated vessel and cargo. This John Patten was

the great-grandfather of the noted ship-builders of Bath, George F. Patten, John Patten, and James F. Patten.

In 1780, a sloop of ninety tons was built on the bank of FIDDLERS REACH, north of "Rowsic mills," facing south. Her owners were ALEXANDER DRUMMOND and THOMAS WILLIAMS. She was commanded by Drummond and was run as a packet between Bath and Boston; his crew were Patrick Williams and Andrew McFadden. Ultimately she encountered a gale while at anchor at Heals Eddy at the mouth of the river, dragged her anchors, went ashore and was lost.

After the Revolution. — The inception of peace following the war of the Revolution having made investments in navigation safe and prospectively profitable, the business of building vessels on these waters was largely entered into, gradually changing from sloops to schooners, hermaphrodite and full-rigged brigs, and later ships. At this day brigantines are rarely seen on the Kennebec, these and brigs having largely given place to the three and four masted schooners of heavy tonnage. The latter are chiefly confined to the coasting trade, while square-rigged vessels are considered preferable for long ocean voyages. The ships were chiefly employed in the European carrying trade, the brigs and larger schooners in West India voyages; the smaller schooners and sloops employed coastwise.

The first ship built at Bath after the Revolution of which there is record was the Atlantic of 235 tons by Jonathan Davis, Jr., in 1790, whose yard was what is now that of the Houghton Brothers. Forty or fifty years ago work in the ship-yards was usually suspended during the winter season, and later carpenters headed by the master workman were sent South to cut timber, the first crew going in 1850. Models of vessels in the building of which the timber was to be used were taken along, the timber prepared on the spot where cut, each piece numbered ready to fit into its place when the vessel for which it was designed was set up, with the exception of a little trimming.

Chebacco Boats. — Chebacco boats for fishermen's use were universally in use for many years. The name was derived from the place where they were first built in Essex County, Massachusetts; many of them were afterwards built in this district. The sterns came out to a peak, hence they became denominated "Pink-sterned." As the planks came together at the stern the cost of their construction was much less than those of the same tonnage with square sterns. They could be built for from $700 to $800. They had also the advantage of being superior sea boats as the high and sharp stern prevented the shipping of heavy seas and they rode lightly on the waves. The high peak of the stern served as a rest for fishing nets. They gradually went out of use and scarcely one is now to be seen.

The tradition is that the first one that was built was by a man in a barn, and when it was ready to be put on the water he found that there was no way to get his craft out without cutting away one end of the building, which he accordingly did. This style of boats became gradually enlarged to the extent that some of them were as large as any craft then in use for fishing purposes. They averaged about fifteen tons and carried three men each. Early in the present century about two hundred of these boats were owned in Gloucester. The Chebacco boat had two masts, but no bowsprit. The foremast was placed well forward and the mainmast in about the center of the craft.

In 1810, the Chebacco boat gave place to the "jigger," a class of vessels twice the size of the Chebacco boat. These had a bowsprit, full forward but very sharp aft, the stem terminating at a point curling gracefully upward. The main-boom rested in the crotch of the peak. They steered with a long tiller or "cart tongue," as some of the fishermen were wonted to call it. There never was a safer or more substantial class of vessels built than this old-time craft. Notwithstanding the full bow they were fast sailors and would ride the sea like a gull. The peak gave way to the square-sterned, and finally the present graceful and yacht-like fleet of fishermen were substituted. But while the modern fishing vessels are much handsomer than the old pinkey, the latter

was a better sea boat than the clipper built craft of to-day. The reason the present generation have not seen a pinkey is because none have been built for many years. They were built of oak frame, planking, and ceiling, and consequently lasted many years. The pinkey Senator, built in Essex in 1831, was afloat a few years ago.

Snows. — In 1792, '95, '96, there were three craft built here called Snows, — one of 193, one of 174, and one of 164 tons. A Snow was a vessel of two masts corresponding to the main and foremasts of a ship and a third small mast just abaft the mainmast carrying a sail similar to a ship's mizzen sail. This style of vessel went entirely out of use, none having been built in this district after those already mentioned, and it is not known in what special trade they were employed.

Former Mode of Building. — In former years it generally required a year to build a ship. All the materials were prepared by hand with the broad-axe, the whipsaw, the adze, and the pod auger. This style of auger was straight, grooved on one side through which the chips came up, to clear which the auger had to be often withdrawn. The timbers, planks, and ceiling had all to be carried to place on the shoulders of the workmen instead of moved as at present by oxen or horse with a tackle. But the timbers were vastly larger than those now used for the same size of vessel. Instead of sawed in the yard mill, the planks were sawed by whipsaw in the saw-pit. Less iron fastenings were in use and treenails * were utilized for that purpose. These were made by hand with the broad-axe from pieces rifted from white oak blocks. This light work was mostly done during stormy days under cover. An incident has been related that when a crowd was gathered at a launching a dandy young man came along while some trunnels were being made by workmen; he stepped up to help, took off his kid gloves, lay them down on a block, placed one end of an unshaped trunnel on the gloves, took the broad-axe and hewed out a perfect trunnel, the tapering end and all, without cutting the gloves a particle, to the admiration and wonderment of the many by-standers.

* Commonly pronounced "trunnels."

In building vessels at an early day the bolts and spikes were made by hand. The blacksmi h would heat the end of a flat bar of iron, which he would split the length of a required bolt, cut off the pieces and shape the bolt on the anvil. Spikes were made in a similar manner. When bolts were to be fastened by nuts, the screw on the small end of the bolt would be made by hand, as likewise was the nut. Vessels were not, as now, constructed by models; the master workman lined out each piece to fit the place it was to fill; the stern and stern posts were first set up, framing was begun at mid-ships and filled in with the timbers working in the direction of fore and aft.

Supply of Wood Material. — At an early day vessels were built with timber cut from the forests in the vicinity of the yard, and when the supply grew less, resort was had to other parts of the state. The timber and knees were selected with the natural bend or sweep, and were hewed only on two sides, the other sides left in their natural condition. The timbers were set as much as two and one-half feet apart; in latter days they are only a few inches apart. The planks were cut with the whipsaw. The stern was so flaring that the keel only extended aft so far as to permit the foot of the mizzen mast of a ship to rest upon it. The cabin was entirely below and lighted by a "bull's eye" set in the deck, and the seamen lodged in the forecastle under the forward deck.

Southern Timber. — In 1818, '19, '20, and '21, John Bosworth was employed by Green & Emerson of Bath to take one hundred men to Florida and Georgia and cut live-oak timber, which they had contracted to furnish the United States government for naval use. Mr. Bosworth, with Mr. Drew for his partner, loaded a brig and a schooner at Bath with the workmen, provisions, oxen, carts, and all necessary supplies for the work, which they landed at Darien. They had the molds for timber for three ships; one of these, the Pennsylvania, built at Philadelphia, was a 144 gun ship, the largest then in the fleet. They also landed at Philadelphia frames for three frigates. Mr. Bosworth was rated a superior mechanic and had built a large number of vessels for himself and others at Bath. He died in Florida in 1828 at the age of fifty years (per Lemont).

NATIVE TIMBER to put into the construction of vessels having finally become scarce in Maine, attention was called to the advantage of using timber from the South for merchant vessels. About the year 1837, George F. Patten and William D. Sewall went together to Philadelphia and contracted for a supply (per Capt. John Patten). Southern timber was found to be of superior quality when grown near the sea-board, from where at first it was cut; it is now obtained chiefly from the interior. The first vessel built with southern timber was the SHIP DELAWARE in 1838 by the Pattens and Charles Davenport. The same year W. D. Sewall built a ship of southern timber, and the use of this kind of timber was continued by these builders while in the business. During the war of the Rebellion, the supply of timber from the South was cut off, and its place was supplied with timber from Canada, Northern Maine, New Hampshire, and Vermont. Considerable supply of timber for frames and knees is still derived from those sources.

The mode of LAUNCHING VESSELS at an early day was to cut away the after blocks the last. The present method of cutting away the forward blocks last has proved the safest way to put a craft into the water. The time was when at a launching a man would set astride the farther end of the bowsprit and when the vessel was sliding from the ways would call out the name that had been given her, at the same time breaking a bottle of rum over the bowsprit, first drinking from the bottle. This custom has long since been dispensed with, except in some special cases, when the bottle is broken on the bow from below. Formerly vessels while on the stocks did not have their lower masts set; now the most of them have all the lower masts up. Many of the schooners are fully rigged, and a few all fitted for sea, rigging, sails bent, water and provisions aboard, with little to do but ship the crew in order to sail on her voyage. The fashion had been to place carved and gilded "FIGURE HEADS" on the bows of ships under the bowsprit, usually representing the name of the vessel. It is rarely done now. Billet heads came later into use and are not common at this day.

Carpenters and Sailors. — The carpenters worked from sun to sun, going into the yard before breakfast during the longer days,

and they "knocked off" at night for a late supper; they were boarded by their employers and lodged by them often in their own dwellings. One dollar a day was round wages. Yet many of the workmen laid up money and some of them owned farms in the vicinity of their employment. There was little if any imported labor. The steering apparatus was simply a helm with a tackle fastened to either side of the upper works of the quarter-deck, and the wheelsman had no shelter when handling the tiller. When all hands were called to go aloft the captain often "took the helm."

The chief food on board the vessel was salt beef, pork and beans, rice, hard bread, coffee, and duff (a flour pudding) twice a week. There was a regular allowance of "grog" both to the ship-carpenters and seamen, served out to them in New England rum at eleven o'clock in the forenoon and four o'clock in the afternoon. When the temperance reform became an accepted fact, this allowance was cut off from the workmen, and for a while the sailors in the navy had a money allowance instead of the liquor, and in time this custom was abolished also.

When a seaman had signed the shipping papers he was entitled to and was paid a "month's advance" to use in purchasing his "sailor's outfit"; of later years the vessel carries a "slop chest" supplied with such clothing as would meet the need of the sailors at sea, which is dealt out to them as wanted and charged against their wages.

The SMALLEST SHIP that has been built in Bath was the Ann of 132 tons in 1802 for Charles Bradford of Boston, who commanded her. When the size increased to that of the *Rappahannock* of 1,133 tons in 1841, owned by Clark & Sewall, Thomas M. Reed, and others, she was considered a monster, and in comparison with other vessels loomed up magnificently on the river. Before going to sea a large party was entertained aboard of her. She was partly owned in New York, to which city she sailed, when another large party was given on board; proceeding thence to New Orleans she had another ovation. WILLIAM DRUMMOND was her commander. She was the largest merchant ship in the world, and was put into the

cotton trade. Originally she had two decks, and eventually a third was added.

With the business of the merchant marine there have been at intervals SEASONS OF DEPRESSION of longer or shorter duration. One of these seasons commenced in about 1883 and continued until far into 1889. The building of full-rigged ships in this country had ceased altogether, and those afloat were generally run at a loss. Many of the ships of smaller tonnage were sold in California to go into the Pacific coast trade, and others disposed of at Atlantic ports and converted into coal barges.

Business for ships having at length in a measure revived, the building of ships again commenced at Bath. January, 1890, the Rappahannock of 3,000 tons, in November the Shenandoah of 3,258 tons, in 1892 the Roanoke of 3,400 tons were all launched from the same yard; in 1890 Houghton Brothers built the Parthia of 2,378 tons,—these the largest and latest of Bath wood ships. In 1892 the greatest depression commenced and continues to the present date, 1893. While Bath has built the larger part of the vessels constructed in this district, other towns on the river and contiguous waters, notably at Phipsburg, Richmond, Hallowell, Arrowsic, and Georgetown, have added many to the Kennebec fleet. At one time the district took in Harpswell and a portion of Brunswick, and many ships and smaller vessels were built on that portion of the Casco Bay waters.

STEAMBOAT BUILDING was commenced in Bath in 1865 by A. M. Sampson, who built one of about 64 tons for use on the Pacific coast. She was called the Lookout. The same year Geo. F. Patten built the steamer Montana of 1,000 tons. John R. Kelly became captain, and took her around Cape Horn to go into the California coast trade. These were followed in 1866 by G. F. and J. Patten building the steamship Idaho of 1,077 tons. Jarvis Patten was the captain, and she was taken to the Pacific coast. These steamship ventures did not prove remunerative, and the building of that class of vessels ceased for about ten years, when Goss & Sawyer commenced building them on contract, mostly to be sent to the Pacific coast, followed by others to be placed on regular steamship lines on

the Atlantic coast. The establishment of the Goss Marine Iron Works in connection with the New England Company's vessel building enabled the builders to fit steamers built at Bath with required machinery and fully equipped for service.

Restrictions on Commerce. — Prior to 1806 the commercial prosperity of the country was beyond example, and a large portion of our ships were employed in transporting timber and other American productions to the dominions of Great Britain, but near the close of that period the English government imposed such heavy duties on American timber, and so greatly favored the introduction into that country of that article from the north of Europe, that it amounted to prohibition of our trade and commerce in that commodity. This unfavorable change in its transportation business bore heavily upon a large amount of Bath capital invested in shipping. Immediately after this disastrous condition of the shipping interests came the still more depressing EMBARGO of Dec. 22, 1807, followed in 1809 by the NON-INTERCOURSE act and war of 1812, which caused a period of depression lasting eight years.

Our war of 1812 and the NAPOLEONIC wars having ended, universal peace ensued. Consequently all other commercial nations came in to share the carrying trade of the world, making formidable rivals to such of our shipping as had survived capture and decay during the troublesome times just passed. To this was added the great FAILURE OF CROPS in 1816, causing excessive stagnation of business lasting two years. The great staple for bread in this section of country was Indian corn, which commanded the price of two dollars and fifty cents a bushel, and in Bath was difficult to be obtained at any price.

Commercial Prosperity. — Good crops finally prevailing depression ceased, and in 1820 and 1821 flour was only four dollars and a half a barrel to the consumer. An extensive trade with the WEST INDIES commenced about this time, which employed a large fleet of brigs and schooners, taking out cargoes chiefly of lumber and bringing back cargoes of rum, molasses, and sugar. Bath became a mart for wholesale trade in West India goods. There was

a DISTILLERY in town, and this consumed large quantities of the imported molasses, especially of the inferior grades.

Besides long lumber, shooks, headings, and hoop poles for cooperage, these vessels carried out dried fish, pork, beef, and among the return cargoes were raisins, oranges, lemons, and fruits of West India growth and salt. Vessels were constantly going out and coming into the river, and employment was given men and youths who chose the sea for a vocation. Sailors of foreign birth were rare. So lively was commercial business that vessels were at times compelled to anchor in the stream for weeks waiting to procure berths at the wharves.

A CUSTOM-HOUSE OFFICE was then no sinecure. Inspectors, weighers, guagers, and measurers were kept constantly busy attending to the discharge of cargoes. During the winter season, before the advent of railroads, large quantities of goods were conveyed by teams to the up river towns and in other directions. These were not only goods from the West Indies, but as well from Boston and elsewhere, being landed in Bath as the head of winter navigation.

The English West India Ports. — In 1826, the English government closed its West India ports against trade with the people of the United States. This bore disastrously upon Bath, where vessel building ceased, and business became depressed. Ship-carpenters were glad to obtain work at fifty and seventy-five cents a day, getting occasional work on old vessels undergoing repairs, taking store pay at that, and working from daylight till dark. In those days, however, workmen were boarded by their employers, making a saving at home. This interdiction by England continued until the fall of 1830, when the West India ports of that power were again opened to American vessels. On the day the news reached Bath, all the vessels in port displayed every piece of bunting they possessed, presenting a gay scene at the wharves where numerous vessels were lying, as well as in the stream where vessels were riding at anchor.

The opening of the English West India ports was brought about during the first term of President Jackson. England had closed these ports to the commerce of the United States for the reason

that vessels of that country were virtually excluded from our ports, our maritime laws discriminating against them. As Secretary of State in Jackson's administration, MARTIN VAN BUREN instructed Mr. Dallas, our minister in London, to make a treaty conceding to vessels of Great Britain the right to enter our ports on the same terms that American vessels were admitted to her West India ports, England having secured a proviso that regulations of this commerce were left with the authorities of those islands. Our diplomats failed to see the trap set for us. The consequence was that a duty of six dollars a thousand was placed upon lumber brought from American ports and none on that from English ports, and we were left. Our export trade to these islands was chiefly in lumber and the English controlled the markets there. And what operated more to our disadvantage was that English ships bound to our southern ports took in coal at Newcastle sufficient for ballast, loading with lumber, which would be discharged at British West India ports on their route, effectively costing nothing for transportation.

The Cotton Carrying Trade. — The first vessel sent to New Orleans from Bath or the State of Maine was in 1802, and was the brig Androscoggin, under the command of NEHEMIAH HARDING and owned by William King. On ordering the brig to New Orleans the captain asked Gen. King where New Orleans was. He was informed vaguely that it was somewhere on the Gulf of Mexico. Capt. Harding fortunately found an old Spanish chart by which he safely found the mouth of the MISSISSIPPI RIVER. This was the beginning of the immense cotton carrying trade in Bath vessels from that and other southern ports. This auspicious event, thought but little of at the time, illustrates possibly the far-seeing business enterprises for which William King was notable and in which he was almost if not always successful.

Of the cotton carrying trade across the ocean, Bath ships had for succeeding years almost a monopoly, with New Orleans as the great shipping point. They were constructed with adaptation for going over the sand bars at the mouth of the Mississippi River. This large trade was lost in consequence of the construction of the

JETTIES by Eades proving a success in deepening the channel that let in the large, deep English steamers, and thus cut off the freighting business of NEW ORLEANS from sailing ships. It was a BLOW from which our deep sea shipping interests have never fully recovered. East India, China, Japan, the Guano Islands, and the California freighting business took the place of that of cotton, but never with like security of continuous remuneration.

When California came into prominence, navigating around Cape Horn and the Pacific Ocean business required fast sailing ships of large tonnage. Then came the era of

THE CLIPPER SHIP.

No doubt this was the proudest and most picturesque period of our commercial and maritime career. The clipper ship was sharp, keen, and high sparred, carrying a tremendous crowd of sail, with royals and sky-sails and all manner of devices for increasing speed, which was then regarded as the great desideratum.

The annals of Bath teem with the marvelous achievements of these great commercial yachts, and poets and authors in all parts of the world have made the clipper ship famous in song and story. But she was not a good carrier, and soon her place was taken by vessels of wider lines and sturdier proportions. There are but few of the old-time clipper ships in existence, but the love the people bore for them has never died away, and to-day the advent of an old clipper in an American port awakens a thrill of patriotism in the hearts of both old and young America; the newspapers recall the clipper's former glory, old sailors spin anew yarns of the clipper's mighty speed that grows ever greater as the years roll by, and boys of Bath of sea-faring ancestry feel their bosoms swell with pride as they read in history and nickel library the deeds their fathers did in the swift clipper ships that distanced the fleets of all the world in the halcyon days of the early Pacific trade.

Poetry pictures the gallant clipper laden with golden grain, speeding over the deep blue sea with flowing sheets and bellowing canvas, young America at the wheel, her proud commander pacing the

quarter-deck, each sailor American born, skilled and brave, a hero of the sea, such as manned the victorious Yankee frigates in the war of 1812.

Prose places the survivor of the clipper fleet in the coal barge business, dismantled of her tapering spars and snowy canvas, loaded down to the water's edge, drearily dragging her blackened hulk from port to port along the coast, not even sailing under her own canvas but tamely towed by some smoky tug, her wheel tended and her deck in command of foreign born seamen.

Probably some one has gained by the downfall of the clipper ship, and mayhap our country is more prosperous with her commerce in the hands of England and safer with her merchant marine manned by foreign sailors, and probably the going out of the clipper ship had nothing to do with the case; but it still remains that our ships no longer inspire poets or invite young America, and there are many things to deplore which the building of a few big ships and the establishing of iron ship-yards do not entirely offset.

But it is not the fault of Bath. Bravely she has struggled to maintain the supremacy of America on the sea, and heroically has she striven to retain for our country our country's commerce. That the government has done little to aid her efforts is apparent, although it has awakened from its long sleep and begun to build a new navy and take steps to recover its lost prestige on the ocean.

The Bath ship in herself is the finest sailing craft that floats. She is perfect in model, staunch in construction, capable of withstanding the severest storms, possessed of great speed, and is altogether a specimen of marine architecture of which our country may well be proud. In comparison with the finest of English iron ships, the Bath ships do not suffer. They are built just as they should be built to meet the requirements of the foreign carrying trade. They are capable of conveying across the sea, safely, swiftly and in good condition, whatever cargo they may be called upon to transport. Of these ships Bath has a large and well-manned fleet, which has cost many millions of dollars.

The Guano Trade. — When the cotton carrying trade began to decline, the freighting of guano from the Chincha Islands became a

very acceptable source of business for Bath ships. This lasted several years, carrying that valuable fertilizer from the Peru Islands to our southern ports and to Europe. The final decrease of the supply and the control of these islands falling into the hands of England operated to cut off this branch of freighting from our shipping. This trade with these Islands was extremely profitable, transporting their fertilizing products to market.

When the Mexican war was in progress, which commenced in 1846, there was a lively demand for vessel transportation, and Bath shipping had paying employment for a number of years in this service.

It was in the days of the CLIPPER SHIP just before the late war, that Bath reached the zenith of her GLORY AND PROSPERITY. Not only did the demand for the guano and that of the California trade employ a large number of ships, but England was buying Bath built ships for her commerce, and thus the Bath yards were crowded beyond their utmost capacity for a number of years.

This period of activity began with the Mexican war, when many ships were required in transporting troops and supplies. From 1837 to 1856 inclusive there were built 255 ships, 36 barks, 36 brigs, and 35 schooners, the height of this prosperity having been in 1854, when ninety-one vessels were built, aggregating a total of 64,927 tons; fifty-nine of them were full-rigged ships, seven were barks, eighteen were brigs, and three schooners. These schooners were of about 400 tons burden, about one-fifth of the average tonnage of the schooner of to-day. There was a notable decline in Bath's building activity when the late war brought disaster to shipping properties.

Schooners. — While in years long since passed the spreading canvas of the Bath foreign-going ships annually whitened the waters of the Kennebec with their return to the port of their departure, they come back no more to these placid waters, finding the calls of business to be elsewhere, and their places are supplied by the going and coming of the schooners plying on less distant voyages, and whose dimensions far exceed those of the largest ships of former

days. In the construction of this grade of vessels the Bath yards have a wide-spread fame that brings contracts from far-away localities. For models of beauty, capacity, strength, and fleetness, the Bath built schooner stands without a peer.

Years ago the fore-and-aft schooner 'rig' was supposed to be suitable to none except comparatively small vessels, and the limit was fixed at two masts. But as later requirements of coasting trade forced the building of larger vessels, it was found that the corresponding increase of sail area involved the use of taller masts than could be conveniently or even safely carried at sea, and so the experiment of three masts was tried. The experiment succeeded, and in the course of time "three-masters" swarmed up and down the coast from Maine to Texas, while "two-masters" were relegated to river and in-shore traffic. It had been found that a small vessel could not earn pay on long trips, while a large vessel would give a a fair profit to her owners. This fact has trebled the size of schooners in the last decade. A schooner that could carry 800 to 1,000 tons of freight was a large vessel ten years ago, while one is seldom built to-day to carry less than 2,500 to 3,000 tons. And along with the increase of size has come an addition to the number of masts, so that the "three-master" is giving place to the "four-master," and already there is afloat the experimental "five-master." In the Bath yards these large schooners are yearly built, as also steamers both for freight and passenger service, whose models are not excelled at any other building point.

Schooners of the largest class of coasting tonnage are built with one main deck, supplemented by a spar deck, are framed in oak, braced with heavy hackmetack knees, planked with southern pine, fastened with locust treenails, decked with white pine and constructed throughout with an eye to strength, carrying capacity, speed and sea-worthiness. The sails, cargo and anchor are handled by hoisting engines of the noiseless friction gear type. All modern appliances in the way of electric bells, speaking tubes, patent steering gear, windlasses and capstans are furnished these vessels. The many labor-saving appliances on board these schooners render a small crew amply able to accomplish the work of a large crew un-

aided by mechanical appliances. A crew of six men before the mast is sufficient for a schooner of 2,500 tons burden fitted with machinery.

EFFECT OF THE REBELLION.

In various ways this war crippled our ocean commerce from which it has never recovered. Some vessels continued to be built, as some builders could not well forego their life-long business, preferring to take their chances on the ocean during those perilous times. Many ships were kept at sea and some were sailed under foreign flags. Marine insurance was exorbitant. Yet some of the voyages resulted in profit, while other vessels were captured by rebel cruisers.

After the close of the war the general government obtained from England a large sum as damages to our commerce on account of the destruction of American ships by the rebel armed ship Alabama, on the ground that England aided and abetted by having allowed her construction and equipment within her borders. To appropriate this money rightfully, Congress instituted a board which took the popular name of ALABAMA CLAIMS COMMISSION. Bath came in for a share in the distribution of the fund, both for loss sustained in the destruction of its vessels and also for the extra rate of insurance that had to be paid on vessel property during hostilities.

IRON AND STEEL SHIP-BUILDING.

The year 1890 marked a new era in the construction of vessels in Bath. Since the close of the late war, the English and other maritime nations of Europe having been engaged in building ships of iron and steel, the demand for deep sea-going vessels of wood material has been decreasing year by year. Consequently the building of iron vessels in the United States has been undertaken in some of the more southern states, and the builders of Bath have long felt that in time they would be compelled to resort to iron and steel in the construction of their ships. With this end in view Capt. G. C. Goss founded in 1883 the Goss Iron Works to build marine engines, but these works proving unsuccessful they were sold

in 1889 to the Bath Iron Works, of which Gen. Thomas W. Hyde is principal owner. In the winter of 1890, he was successful in a bid for the construction of two cruisers of about one thousand tons each, to duplicate each other, for the use of the United States government. The place for their construction was selected by appropriating the extensive, unoccupied dock south and contiguous to the BATH IRON WORKS, and the work of preparing it for occupancy was immediately commenced. The contract called for their completion within two years at the total cost of about $700,000. The preparation of the yard cost about $50,000. Subsequently Gen. Hyde secured the contract for the construction of the Ammen ram for the government, thus having three war vessels on the stocks at the same time. The two cruisers were successfully launched in the summer of 1892, one named the Machias, the other the Castine, thus honoring two of Maine's historical localities. The ram was successfully launched in February, 1893, and named KATAHDIN, after a Maine mountain. She is of 2,182 tons and the cost of her construction was $1,500,000 to the government.

This plant is fully equipped for the building of IRON AND STEEL ships for the merchant marine service, having now a contract for a passenger vessel of large tonnage. Its capacity has been increased by men and improved machinery sufficient to construct the largest vessel the government may hereafter require.

ANOTHER PLANT for building iron ships is established in the city by a firm that has been largely engaged in the building of wood ships and schooners for many years past. The first invoice of material for this plant was a cargo direct from England brought by an iron *English* steamer. There is no duty on imported material to be used in building vessels. The Bath Iron Works have used *American* iron and steel exclusively.

The Bath Ship. — Dirigo (I lead) of the Pine Tree State has been verified in the great and important industry of ship-building, of which Bath is the center. For many years Bath has been called the GREAT AMERICAN SHIP-YARD, and her finely built ships have floated upon every sea of the known world. She has led the

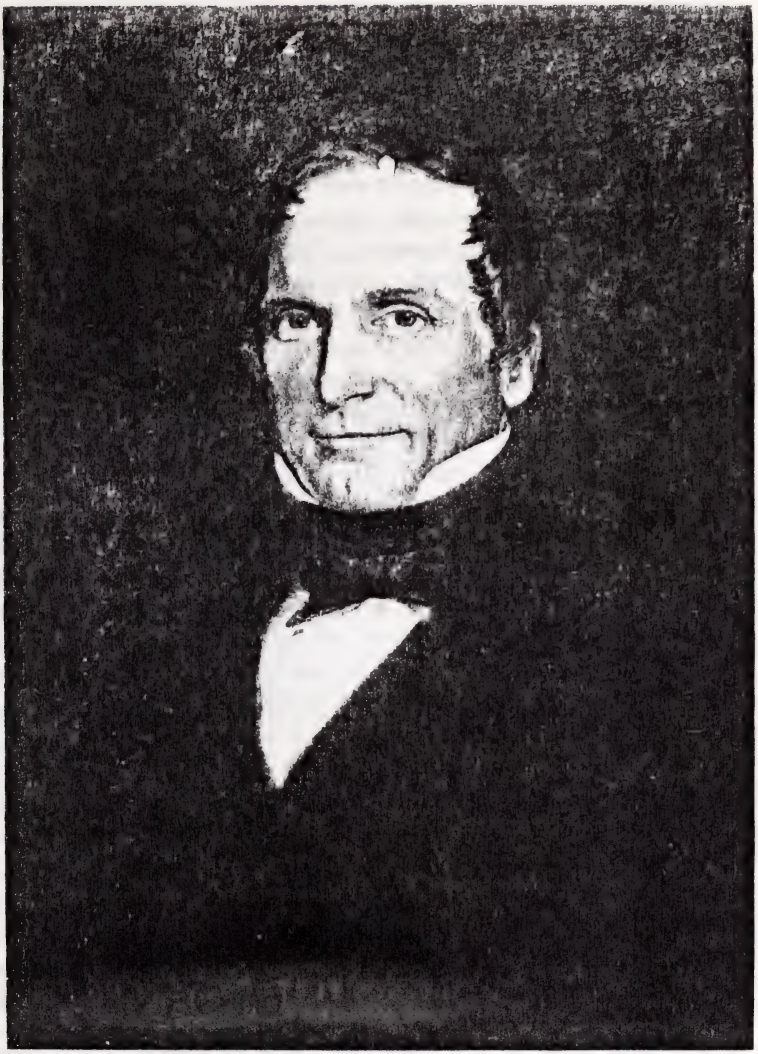
world for the last half century in both the amount and quality of the tonnage that has come from her yards.

The INTERIOR APPOINTMENTS of the ships are luxurious, and superior to anything ever seen in a clipper ship of the past. The captain's cabin is finished in hard woods of different kinds and furnished with rich carpets, raw silk and plush furniture. The sleeping apartments combine beauty with utility. Books, pictures, and a piano are sometimes added when the captain's wife accompanies him, as she frequently does.

The CLIPPER PERIOD did not meet the exigences and demands of trade — speed with capacity — and since that time those desirable qualities have been fully met by improved models. We often hear of "the PALMY DAYS of shipping" before the war, when as many as fifty-nine full-rigged ships have been built in one year and sailed away from the port of Bath. It has been said by good authority that the AVERAGE LIFE of a WOOD SHIP is from twelve to fourteen years, thus making it necessary to rebuild the merchant fleets of the world every twenty-five years, and it is safe to say that the ships now carrying the freights from port to port will gradually disappear and must be replaced by other ships meeting the wants of a new navigation. This may necessitate the construction of the iron and steel ship.

Marine Hospital. — In 1792, a seamen's hospital was established on Hospital Point. Quarantine was in the river adjacent. The building was of two stories and square, and has not been there for many years. Accommodations for seamen on the sick list have, of late years, been provided in other parts of the city, with physicians in necessary attendance.

The French Spoliation Claims. — At an important crisis in the Revolutionary war France came to the aid of this country. By the treaties of 1778 the United States agreed to aid France in defending her West India possessions, and in case France should be at war with any other nation, to receive French vessels in American ports and exclude the vessels of her enemy. But the French Revolution alarmed American statesmen, and they hesitated



Wm M. Reed

to conclude the treaty of 1795 with England, whereby English vessels were admitted to American ports and French vessels excluded.

The treaty of 1795 with England gave to France great offense, and resulted in a decree of the French government proscribing all vessels carrying British goods. Two thousand American sails were swept from the ocean. Three envoys sent to France could gain no satisfaction, and were treated with contempt. In those times originated Pinckney's famous expression, "Millions for defence; not a cent for tribute." An army was formed, and Washington was called to its command. Of this army Maine's share was 26,000 men who were raised with alacrity. When the United States demanded indemnity of France for the American vessels which had been destroyed, Napoleon replied that the United States owed France indemnity for failing to protect the West India possessions as agreed by the treaty of 1778. Private claims were offset by a public claim, and the United States was thus left to settle with its own citizens for the losses which they had sustained at the hands of France. But when Louisiana was purchased from Napoleon, $10,000,000 were reserved for the settlement of the private claims of United States citizens against France. The claims were paid as presented, and when the money was exhausted many claims were still unsettled. They were just as sound as those which were settled, and remain to this day as the French spoliation claims.

By the treaty between the United States and France, the United States became the debtor in the place of France to all who suffered from French spoliation. The legality of these claims has been indorsed by eminent statesmen and the appeal of the claimants has been made to many Congresses. In March, 1891, a bill passed Congress appropriating $1,500,000 in liquidation of these claims. The legal heirs of the owners of vessels destroyed by the French, as above related, are the claimants. At this remote day it will be difficult to prove claims. Their adjustment is in the hands of the United States Commission on Claims at Washington.

Alabama Claims. — During the war of the Rebellion, some of the owners of Bath ships had them registered in England and they

sailed under English colors, thus avoiding capture by confederate cruisers; they did a profitable business. When the war was ended the registry of these vessels could not be changed to sail under the American flag. Yet there were those owning and managing Bath ships who kept them at sea during the war, taking their chances of capture, insuring them at a heavy premium. More or less of these vessels were destroyed by confederate cruisers, the most active and aggressive of which was the ship Alabama, commanded by Capt. Semmes.

When the war of the Rebellion was over, the United States government claimed that the Alabama and other confederate cruisers were built in English yards, fitted for sea by Englishmen, and in consequence demanded damages from the government of Great Britain. This demand was finally adjusted on the payment by England of $15,500,000 to cover these losses, which was paid to owners of vessels who could prove losses from capture by confederate cruisers before a board of commissioners appointed by Congress for the purpose. Others obtained redress for exorbitant rates of insurance they had paid on account of the depredations of these piratical cruisers, so long as the money drawn from the English government held out. Bath ship owners came in for a share of this money, while many claims remain unadjusted.

Reminiscences. — The Bath captains did not "come in through the cabin windows." It was soon after the commencement of the last century that a few captains took their wives to sea with them, and then usually at the time when they were newly married. Some of them became almost heroines. William Drummond married Miss Mary Fisher of Arrowsic. She was an elegant lady, whose modest and retiring demeanor suggested the thought that her nature would shrink from encountering danger; but going to sea with her husband on a voyage and on nearing the coast of New York the ship became in such great danger that the captain had to lend a hand at the ropes, and his wife took the helm and stuck to it till the ship was out of danger, which heroic feat was much praised. This was in 1831.

Capt. William P. Larrabee, whose wife was on board, on nearing the coast to go into New York in one of the Houghton ships in the winter season was several times driven off by the force of adverse gales; the cold was so intense that the sailors had difficulty in handling the sails; to help them, Mrs. Larrabee, who had a stove in the cabin, occupied herself in drying their mittens and other clothing so far as the facilities for doing so permitted. She was a fine specimen of a woman, both in physique and mind, her courage and heroism inspired the men to their arduous duties, and the ship was brought to her haven in safety. The companies having insurance risks on this ship and her valuable cargo presented Mrs. Larrabee a valuable testimonial for her heroic services.

Some smuggling in a quiet and shrewd way would be indulged in. When a vessel from the West Indies with a cargo of molasses and sugar arrived, a custom-house officer would be detailed to see that the goods landed corresponded with the "manifest" of the cargo, which was an account of the cargo written out and certified by the captain of the vessel and filed in the custom-house. There were cases where the document failed to contain the whole of the cargo. To get this surplus landed without detection by the custom-house officers was the enigma. The drive upon the inspector overseeing the discharging would be that while this officer had gone to dinner and "all hands" to their "grub" the men would hurry through their meal and hoist some hogsheads of molasses or some boxes of sugar from the hold and hurry them into the warehouse, keeping an eye upon the return of the officer, who was probably dining with the owner who did not hurry much. For this service the men would be entitled to some extra drinks of "grog" together with the satisfaction of having beaten the custom-house out of the duties.

It must be confessed that in early voyages to the West Indies the captains of vessels made a good thing in the delivering of lumber in Spanish ports. The boards were run out of the vessel on a raft. The account of the quantities discharged was kept by the mate and a clerk who was sent down from the office of the purchaser and who knew nothing of the measure of the lumber. Accordingly

when the seamen ran out a board on the raft he could call out any number of feet in excess of the marked measurement that he chose; the Spanish clerk would be none the wiser, and settlement was had as all right. Finally, however, the Spaniards came to suspect this ruse and had the lumber regularly surveyed.

"CAPT. JOHN WHITMORE, for many years well known as a respectable sea-captain and afterwards pilot for this port, went out in the brig Susanna and Mary on the 29th ultimo, and has not since been heard from. He was known to have left the brig in a small boat, and was afterwards seen, in appearance nearly exhausted, drifting to sea; but in consequence of the severity of the weather, no assistance could be rendered. The only hope is that some fortunate vessel has fallen in with him at sea." — *Maine Gazette*, Dec. 6, 1820. A snow storm drove him off and his wherry was subsequently picked up at sea, but it did not have his body on board.

Era of Pirating. — In about 1821, '22, and '23, piratical vessels swarmed in the neighborhood of the West India Islands, and numbers of Bath vessels in the West India trade suffered by their depredations. It was believed that these piratical adventurers were countenanced by the Cuban authorities, and in some instances aided in fitting them out.

At a date not given a ship was hauled in at the north side of Davis' now Houghton's wharf and was found to be deserted. She was supposed to have been engaged in the slave trade. In that business so large were the profits of a successful voyage, that after discharging her cargo of slaves the owners of the vessel could well afford to lose her, and often did so by abandonment. She was finally sold to pay for her wharfage. It is also in tradition that the captain of this craft was arrested and taken before a magistrate to answer for the crime of slave-trading, but no evidence was brought against him and he was discharged.

In 1821, the BRIG MARY JANE was robbed by pirates on the coast of Cuba; she was owned by Hill & McCobb, Phipsburg.

Schooner Evergreen, Capt. Pool, arrived at Bath, having been robbed and ill-treated by pirates, and having retaken his vessel.

Schooner Milo, Capt. Cushing, arrived in the river safely after having been robbed by pirates off the West India coast. She was owned by Parker McCobb.

Sept. 10, 1821, the SCHOONER DESPATCH of this port was taken by pirates and was retaken by a vessel fitted out from Trinidad. The captain of the pirate vessel was condemned to be hanged and the crew to work in chains in the streets for two years.

On Oct. 8, 1821, the BRIG COBBESECONTE, Capt. Jackson, of this port was robbed by pirates in an armed boat four miles out from the Moro Castle, Havana. They first gave the captain and the mate a severe beating, then hanged the mate and stabbed the captain through the thigh, when they took what they wanted and left.

Disasters to Bath Ships. — Bath having built and owned so many ships, it naturally follows that the story of the sea recounts each year loss of life and vessels that greatly interest her, but so numerous are these disasters, mention can be made of only the most memorable.

In about 1795, there was a prospect of war between France and the United States. France was belligerent on the ocean aud unlawfully captured some merchant vessels belonging to the United States. During this state of things WILLIAM KING had a ship at sea of which Capt. Redmond was commander, and Capt. Lane, mate. She was captured by a French cruiser and a prize crew put on board of her, but the officers and a portion of the crew were permitted to remain. They concerted a plan to retake the ship, and while the French crew were aloft reefing sails the captain secured the French commander, the mate the man at the wheel, and the crew stood by with handspikes and captured the French sailors as they came down from aloft, giving the Americans full control of the ship. They took her into port and the court awarded them $10,000 salvage, which the owner of the ship had to pay. It gave Gen. King a claim against the United States government.

Jan. 19, 1851, CAPT. WILLIAM P. LARRABEE had retired from a sea-faring life for a rest, and was part owner of the SHIP MORO that was built by William Hall at the South End. She was loaded with

coal at Philadelphia for Havana. She was destitute of a captain, and Capt. Larrabee was induced to go on and take charge of her as his last voyage. He took with him two of his young daughters. The vessel was never heard from after she had sailed, Jan. 19, 1851. The only account relating to her fate was given by another ship in company with her on a portion of the voyage. Early one morning, when near the island of Cuba, the captain of this ship discerned the Moro in the dim distance low in the water. On coming on deck after breakfast he found the Moro missing and remarked: "If that ship does not reach her port of destination I shall think that she has gone down." He was bound to the same port and the Moro never arrived there.

A Total Wreck. — In 1865, James T. Morse was in command of the schooner Engina, and while on a passage from Bath to Mobile the vessel was struck by a hurricane while lying to, when one of the tremendous waves which plunged along mast-high "tripped" the vessel and she was instantly turned bottom up. Capt. Morse and a companion were in the cabin at the time, and as the deck was several feet below the surface of the sea they were imprisoned. They were in absolute darkness, standing in water up to their waists, seemingly helpless and doomed. But Capt. Morse and his companion were not the kind of men to surrender to the seemingly inevitable until forced to do so. Groping about they found a hatchet and decided to hew their way to the upper air. Knowing that as soon as an opening was made the air, which was then shut in by the arch of the inverted hull, would escape and the water take its place, they were obliged to work with the greatest caution lest they should make a fatal leak before there was a hole large enough to permit of their escape and so be drowned like imprisoned rats. For days they worked, cutting away the ceiling and planks until they could catch the gleam of light through the thin wood in one place, then cutting again until another part was similarly cleared, and so on until the light, passing through the slight surface, marked the lines of a square place large enough to admit the free passage of a man's body. Then, when every possible preparation had been made and there seemed to be nothing more

that they could do to assure the success of the final move, they knocked out the obstructing square and crawled into the daylight as the water, freed from the opposition of the compressed air, followed them, and the vessel sank lower into the water until the natural buoyancy of the timber checked her.

There they were, perched on the curved surface of a capsized wreck, drifting at the mercy of the seas. But they had no idea of surrender. Having escaped to the light, they at once set to work to build up a sort of signal station to attract the attention of any vessel that might chance to come that way, and upon the top they fixed a staff from which fluttered a shirt for a signal. Fortunately a brick-laden schooner, passing that way, sighted the signal of distress, bore down and rescued the men, who were almost exhausted by days of suffering, their torn hands showing how they had labored in the terrible darkness; but they soon recovered. No one talking with the captain to-day would ever suspect that he had once dug his way out of a sepulcher of the sea. The schooner was owned by Capt. Morse and Bath parties.

Somewhat similar to that of Capt. Morse was the experience of Capt. Trimmons of the schooner Clermont of this port. The vessel, lumber-laden, was capsized off the Bermudas. The one survivor of the crew crawled upon the bottom of the over-turned craft and clung there for thirty-one days, living upon the drowned rats and apples that floated from the hold until rescued by a passing vessel.

The Great Gale of 1839. — On Saturday, Dec. 14, 1839, from one to two hours past meridian, fifteen vessels passed out by Seguin, with a light wind from the north-west and a very smooth sea. The weather continued beautiful that day, and there was a cheering prospect of having a good run off the coast, for when the passengers "turned in," past ten o'clock, the moon shone forth serenely placid in the south-east enlivening the charming picture.

But what a change was wrought in a few hours! In less than six hours from that time, at four o'clock Sunday morning, the ship was laboring heavily under close reefed top sails, close hauled on the port tack, trying to proceed on her proper course by the south

channel; but the increasing gale and north-east snow storm with a tremendous sea forbade that hope, and the wind having changed from east by south no chance remained but to wear ship and stand back, that she might possibly weather Cape Cod and have a little sea room in the bay. The sea did not abate that day, however, and at six P.M. the main-top-gallant mast went by the board, broken short off at the cap, rolled away, and the ship made the remainder of the passage without any.

There were on board at the time, as passengers, Thomas D. Robinson and son, Gardner Green and wife of Topsham, Mr. Green, his nephew, Rufus K. Page, Jr., of Hallowell, Louis O. Cowan and sister of Sidney, Edward K. Harding, and John Hayden of Bath. The captain was Samuel Swanton, a true man in all things and a thorough seaman. An excellent chief mate was William Sprague of Phipsburg, and the second mate was Mr. Crooker of North Bath.

THE OTHER VESSELS were lumber laden for ports in the West Indies and along the coast. Of the fleet was the brig Alice, of Bath, in command of Capt. Given of Brunswick, and as seamen from Bath, Daniel Blair and Warren Mains; brig Rideout, built in Bath and owned by Mr. Frost of Topsham, and in command of Capt. Purington of Bowdoinham; brig Democrat, on board of which was Zebulon Reed, for a number of years since a master rigger in this city; brig Austin, of Bath, John Walston, master; Henry E. Jenks, mate; Elbridge G. Parshley, Frank Roach, Daniel McCloud and Charles Bisbee, all of Bath, seamen; schooner Margaret, Capt. Aaron Williams, of Bath, father of Leonard and Aaron F. Williams of this city. This vessel was afterwards saved.

Of the fifteen vessels that sailed from Bath two days before, only one, the ship United States, weathered Cape Cod, the rest of the fleet being driven ashore on the rocky and dangerous coast of Cape Cod. The brigs Rideout and Austin went ashore on Peaked Hill Bar, a short distance from each other. The crew of the Rideout were all lost, while those of the Austin reached the shore in safety. Winter Haines was the only man on the Rideout known to have been a resident of Bath. He left a young wife, having been married but a few weeks. The brig Democrat went ashore in Barnstable

Bay; the crew were saved. Schooner Margaret struck on Scituate Beach, the crew reaching shore safely. All of the vessels that struck were totally wrecked and the loss to Bath was heavy.

The two hermaphrodite brigs, Austin and Rideout, cast off from the wharf at Bath at the same moment on Saturday, Dec. 14, 1839, lumber loaded, bound to Matanzas. All went well until about two o'clock Sunday morning, when a gale from the south-east was encountered, and the Austin was "hove to." All day long it blew a hurricane and her deck load was thrown overboard; she could not carry a stitch of canvas; it would be blown away quick as lightning. Finally the wind came round to north-east and drove the vessels directly on to Peaked Hill Bar, Cape Cod. These brigs kept near together, the Rideout striking about fifteen minutes before the Austin. She had her deck load on, rolled over and over, and all on board were lost. Capt. Purington's brother and son were on board and went under. When the Austin struck she was thrown on her beam ends and was driven up on the beach. Seeing rescuers on shore, a box was got out, a line fastened to it and sent ashore; a hawser was attached to the line which was drawn ashore, upon which the men reached the land by going along the hawser hand over hand. The brig went to pieces.

Captain Swanton saved his ship — the United States — by his skill and courage in carrying a great press of canvas, enabling the ship to "claw off" the shores of Cape Cod that dreadful night. The great anxiety of Bath people over the unknown fate of this ship was greatly heightened when later there was picked up on the beach of Cape Cod a "head board" on which was painted the name "United States." To keep off shore the ship had to tack several times; the ropes were new and slackened by the strain upon them and when the ship would be put upon the other tack all hands were put to work tightening the shrouds to leeward, thus saving the masts when she went round on the other tack. Men had to be kept in the rigging knocking off the fast-forming ice.

During the gale Mr. Robinson, who was a large owner in the ship, asked the captain to run her into Boston harbor, but it was

very thick and foggy, and Capt. Swanton said there would be only one chance in a thousand to run in safely, and declined to take the risk. A reliable account says that the ship was running under double reefed top sails with the yards let down to the caps, from whence the sails "bagged out," the crew being unable to close reef them. What aided in saving the ship was, besides being new, she had on board 300 tons of ballast and 600 tons of paving stones that kept her on her bottom. Considering the number of prominent men on board of her, the possibility of her loss created great excitement in Bath when news came that the head board had been washed ashore. Nothing was heard from the ship unitl the announcement of her arrival at NEW ORLEANS, which was necessarily slow in reaching here as no telegraph was in operation at that day.

Loss of the Hanover at the Mouth of the Kennebec.— The old ship Hanover of the Houghton fleet was commanded by Capt. George Rogers, and his first officer was Ballard Bartlett, Jr., both of the Basin, Phipsburg. The ship had been on a voyage to Europe with cotton from a southern port, and was on her homeward voyage to Bath. She was laden with a cargo of salt for her owners. She made Seguin in the afternoon of Nov. 10, 1849. It was blowing a gale with a south-east wind and heavy sea running. The ship had sagged quite close into the western bay, and to fetch by POND ISLAND had to "close haul" on the starboard tack, and when nearly up to Pond Island the wind suddenly veered to the east, just enough to "shake her sails" and prevent her weathering the island. The only course possible was to go in west of Pond Island, which was attempted; when going over the bar there the trough of a sea settled her stern on to it which carried away her rudder, leaving her to the mercy of the wind and waves. She backed right on to the bar that lies between Pond and Wood Islands; the second sea that thumped her on the sand stove her all to pieces and every soul on board was lost! They were obviously killed by the floating wreckage tossed about by the angry waves. The wreckage was washed ashore and strewed along Popham Beach, bringing with it a few only of the dead bodies of the crew. Although many of them belonged to

towns on the Lower Kennebec, particularly Phipsburg, none could be recognized but that of the captain. His appearance indicated that he had recently prepared himself to go ashore by shaving, dressing in a newly laundered shirt and his "best suit of clothes."

The sad news spread rapidly and quickly; a crowd rushed to the beach, but all was over with the ship and her crew. The unknown bodies of the victims of the disaster were buried on the banks of Morse River, where a solitary head-stone marks the place where they lie, in a cemetery which is so ancient that conjecture fails to account for it in that secluded spot, as no ancient stone there with inscription on it exists.

Rebellion Episode. — In 1861, Capt. Andrew Tarbox, when master of the bark Samuel Tarbox, which was owned by Alfred Lemont and William M. Reed, was with his vessel at Charleston, South Carolina, and was the last American ship that sailed from that port before the bombardment of Fort Sumpter, the captain witnessed the first secession gun that was fired. At its report the custom-house flag of stars and stripes was hauled down and the Palmetto flag run up on the same staff. The gun was fired near the custom-house, and in anticipation of the occurrence a large concourse of people had gathered and the street was quite blocked with cotton drays driven by slaves, and at the report of the gun there was a stampede among the mules causing collisions and capsizing.

There was a captain from Brunswick who was not allowed to bring his ship over the bar, but to communicate with his owners and then leave the city, and as a natural result was not in good temper. Being in a group where the excitement was great the captain jumped up, swung his hat, and cried out: "Hold your mules, boys, that is the death knell, sure as fate!" This prophecy proved true.

Capt. Tarbox succeeded in getting clear of the excited city with a valuable cargo of Sea Island cotton, clearing under the seal of South Carolina for Liverpool, where he arrived in safety. Capt. Tarbox was father of Capt. H. C. Tarbox of Bath and lived on the old Phips farm at Phips Point, Woolwich.

Loss of the Ranier. — The wreck of the RANIER is one of the most notable disasters, creating wide-spread interest at the time on account of the unusual circumstances attending the rescue of the captain and crew. The Ranier was built at Bath by the Sewalls in the year 1883, and was a fine ship of 2,000 tons burden. Soon after launching she went to Philadelphia to take on her first cargo to the port of Kobe in Japan. She sailed from Philadelphia Aug. 12, 1883. On the night of Jan. 3, 1884, when within two weeks' sail of her destined port, the ship having passed several islands of the Marshall group was sailing before a favoring wind and the captain supposed they were clear of the islands, when suddenly there was a cry from the lookout of "breakers ahead! breakers ahead!" The officers sprang and let go all the port braces, but it was too late! The ship was instantly in the midst of the breakers and, with a heavy crash, struck on a CORAL REEF. The heavy seas commenced to break the ship up aft very fast. The next morning the shipwrecked mariners were rescued by the natives of an island not far distant called the UJEA. They lived among these SOUTH SEA ISLANDERS on this lonely isle of the sea five months. The crew numbered thirty-two men including the officers, besides the captain's daughter. After passing through much suffering and peril they were rescued by the American man-of-war Essex, sent by the United States government from HONG KONG.

The SHIP THOMAS M. REED, of 1,987 tons, built by A. Sewall & Co., T. M. Reed, A. E. Work, and others in 1880, was burned at the dock at Liverpool, Feb. 3, 1888, to the water's edge; was nearly loaded with coal for San Francisco and had hauled off into the middle of the dock to go to another wharf to finish loading. The coal was highly ignitible, and candles stuck on the pitch-pine beams were used by the stevedores to light the hold. It is believed that the fire originated from the gas made by the coal. Little was saved from her and there was little insurance on her hull. Captain Abel E. Work had taken command of her only a few days prior to the disaster.

Iron Ships. — "The fact that iron as a constructive material in ship-building has practically superseded wood is one which Bath, in her position as the greatest ship-building port in the world, has been unable to overlook. She has seen the iron ship grow rapidly into favor and take from the wood ship a large portion of her business. She has noted the fact that those who have cargoes to send across the ocean prefer to intrust them to iron-built vessels rather than to those constructed of wood. She sees that insurance companies will underwrite iron ships at lower figures than they will wood ships, and that in all parts of the mercantile world the opinion commonly prevails that iron has superseded wood in much the same way in which steam has displaced sail and the railroad the stage-coach, but notwithstanding this, Bath has clung to her wood ships; she has continued to build them and sail them in competition with both iron and steam. She thoroughly believes that the wood ship is less liable to total loss than the iron ship, that life and property are safer when intrusted to her staunch oak frame and hard pine planking than when placed in the slender ribs and brittle plates of the iron vessel. She knows that statistics show this to be a fact, and she knows that it is a matter of much question whether grain or any other cargo can be carried in such perfect condition in iron as in wood. She is aware that the wood ship costs no more to build, will last fully as long, and can be sailed with no greater expense than the iron ship. However, in view of the fact that the iron ship is at present the favorite, and secures a cargo when the wood ship can get none, and always at rates from five per cent. to fifteen per cent. in advance of those offered to wood ships, and because she can insure at lower premium, Bath ship-owners and builders have been forced to the conclusion that to build longer in wood is folly. They do not feel that it is demanded of them to build ships of either material at the present time, and hence to discuss the question as far as it has any bearing on ship-building of the present is useless. But Bath looks forward to a future in ship-building, and feels convinced that the constructive material at that future time will be iron.

Those who have carefully studied the subject in its various phases see no reason why she should not meet with as great success

in building ships of this new material as she has in building them of the old. The cost of transporting coal and iron from the mines of Pennsylvania to the Kennebec has been urged as an objection to Bath's competing in iron ship-building with the yards of the Delaware. Everything which enters into the construction of a wood ship, from keel to truck, is brought from a distance, and Bath's superiority as a wood ship-building port is in no degree dependent upon adjacent forests. In short, it will cost less to bring iron to Bath than it does to bring wood, owing to the fact that both bulk and weight, as well as the distance to be traversed, are considerably less. In fact, the difference in transportation between the Delaware and Bath is only a small fraction. It has been urged that Bath has no mechanics skilled in working this new material. This also is a trifling consideration, for her mechanics know how to build a ship, and can without difficulty learn to construct her of iron. In fact, there are a number of workmen here already who are proficient in iron ship-building.

Thus it is seen that the objections ordinarily urged have but little weight, and it follows as a consequence that when the ship-owners and builders of Bath see any profit either in building or owning ships of iron, they will establish an iron ship-yard. Much has been done even now in that direction. Capital has been expended and plans matured by the New England Ship-building Company with a view to embarking in the near future in the construction of iron sailing vessels and steamers. It was partly with this object that the Iron Works Department was supplemented to the firm's already extensive plant. A fine wharf adjacent to the Marine Engine Works was also purchased with this end in view. While at present Bath capitalists are not prepared to enter into iron ship-building with no hope of finding profitable employment for the ships when completed, it is certain that they will be fully prepared, when there is a demand, to furnish for our merchant marine iron ships which will rank as high in the navies of the world as have the wood ships which have made her name famous on every sea and in every port" (*vide* Albert A. Reed in Report of Bath Board of Trade, 1887).

Shipping Notes. — Years since when Bath had a large fleet of

ships in the cotton-carrying trade, so large a number of them would often be at Liverpool at the same time that Englishmen were known to make the remark that "Bath must be a very large city judging by the large number of ships that had "Bath" on their sterns.

In the iron ship-yards the heavy work is done by steam power, as is likewise the sawing and planing of planks, and also the timber and knees sawed into any shape required for wood vessels.

At a former day it was believed that the building of vessels solely on contract did not prove remunerative. In this mode of doing business the chief man engaged in it was Johnson Rideout who had a yard at the North End. He built a large number of ships, comprised in a long series of years, without adequate profit according to general belief. Of later years a large number of schooners, steamers and other vessels have been built for outside parties on contract with remunerative success.

With many builders the custom of late years has been for the builder to induce other persons, both at home and abroad, to join him in investment in his proposed building, making the aggregate amount sufficient to cover the cost of the vessel. Investors of this class have preferred to own only a comparatively small amount in any one vessel, believing it better to own a small piece in different vessels, or as they term it, "not to put their eggs all into one basket"; and this has generally proved the most remunerative method of vessel investments, especially of the schooner class.

The various collateral industries that furnish material and fittings for vessels are usually required to take an interest in the vessels for wuich they furnish supplies such as iron, cordage, sails, blocks, smiths' work, chandlery, cooking apparatus, carpets, bedding and furniture for cabins, and some who are foremen in the yards often take small pieces in the vessels they help construct. The captains of deep sea going ships frequently own a share in the ships they command. Nearly all of the early builders kept a store of general merchandise and the wages of their workmen were largely paid in goods and termed "store pay."

When the demand for sailing ships largely decreased, after 1880, the building of schooners increased in Bath yards, as well as that of

steamers and yachts. The large ice transportation from the river has, especially in favorable seasons, given considerable employment for schooners. After 1890 the experiment was undertaken of sending schooners around the Horn to be placed in the Pacific coast trade, which was discontinued after a few voyages had been made. While the larger ships prove more profitable in long voyages, the smaller ones are more useful in being enabled to go into ports that ships of greater draft cannot enter.

From experiments instituted in former years, it has been found that filling the spaces between the planking and ceiling with salt aids greatly in preservation of the wood, and is termed "salting the ship." Frames for the most important class of vessels are now brought from Virginia and Maryland; planking and ceiling from Georgia and the Carolinas; knees and other curly and knotty pieces largely from Canada, and great spars from Oregon. Of the cost in the construction of a vessel, ninety per cent. is for labor. Although not formerly done, ships are metaled on the stocks. Wire ropes for standing rigging and chain cables, formerly brought from Europe, are now made in America, also are anchors. Hemp cables were in universal use until about fifty years since, when ships began to be supplied with iron ones in England. Studding-sails have gone out of use on ships of this country. Contracts are sometimes let to parties to complete different parts of a ship such as "timbering out," planking, ceiling, joiner and cabin work, and rigging.

Of late years very few vessels of small size sail either up or down the river, depending upon steam tugs for their river navigation, as expeditious, safe, not costly, and saving pilotage. Up to 1884 the total value of shipping constructed at Bath has been estimated to be $54,000,000, and up to 1893 largely in excess of that figure. Safety in navigating the Kennebec has a direct bearing upon its depth of water. The tide at Bath has a rise and fall of an average of ten feet, and a depth of from fifty to eighty feet at low tide. The inflow of the water from the ocean is so salt that it does not readily freeze at Bath, while the current at half tide is so swift and strong that any skimming over at slack water is readily broken up. According to government survey, the lowest depth of water at low

water between Bath and the mouth of the river is twenty-four feet, making thirty feet at high water. When the large United States steamship Baltimore was brought into the river in 1890, she tested the capacity of the channel by coming in and going out with abundance of water.

As has been said on a previous page, the pressure of the embargo times proved too much for some of the Bath merchants. At that time Samuel Davis had been one of the great men in business. He went under, and was glad of the position of cashier of Lincoln Bank. Among the ship-owners who were enabled to pull through were William King, James McLellan, John and Levi Peterson, Peleg Tallman, Charles Clapp, the Moodys, John Richardson, and David Trufant of Bath; Benjamin Riggs of Georgetown; Mark L. Hill and Thomas McCobb of Phipsburg, and the Pattens, then of Topsham.

New England Company. — Two hundred and twenty-four vessels were built by the New England Ship-building Company and the firms to which it was a successor, Goss & Sawyer, and Goss, Sawyer & Packard. The period covered was twenty years, or about ten vessels per year. The list embraces twenty-six full rigged ships, thirty-four barks, seven brigs, twenty-two steamers, one hundred and twelve schooners, the remainder being yachts, barges, and barkentines.

This company having gone out of existence, the plant came into the possession of a new company under the name of the New England Company. Its yard is equipped with all the modern machinery and labor-saving appliances utilized in building vessels of every kind, and is acknowledged to be the largest wood ship-building concern in the world. It sometimes has as many as six vessels under construction at the same time. It has, likewise, a marine railway of ample capacity for all requirements, and is the only one within the limits of this port.

Strikes of Ship-Carpenters. — Upon the organization of Knights of Labor at Bath, its members who were employed on ship work struck several times for higher wages and less time for a day's

work, which finally resulted in the agreement that they should work by the hour, computing the pay per hour at the rate of a fair day's wages. At one of the iron plants the piece work system has been adopted with favorable results.

Packets. — Before the era of steam navigation between the Kennebec River and Boston, freighting was done by lumber schooners, and schooner packets were engaged in that business and carrying passengers hailing from Bath, Gardiner and Hallowell, carrying freight and passengers. They were generally top-sail schooners and of a style more rakish, and faster sailers than those employed in the coasting trade smply. Packets ran also to southern ports. The first that are to be found on record in Bath were the Volant, Capt. Pattee, owned by Wood & Donnell; the schooner Neptune, of which F. Bailey was master, managed and probably owned by the firm of Wood & Bailey. She was advertised for a voyage to Wilmington, North Carolina, with freight and passengers. This was in December, 1820, to "sail in all next week." The same firm ran the schooner Boston, E. Wood, master, as a regular packet from Bath to Boston in January, 1821, advertised to "sail in all this month." On Dec. 29, 1821, "the ship Clio, Caleb Heath, master, lying at Stinson's wharf, would sail for Savannah, Georgia, about the middle of January, having good accommodations for passengers." May 10, 1821: "For Boston, the regular and fast-sailing sloop Ruby, Isaac Crooker, master, having good accommodations; Noah Crooker, agent, head of Crooker's wharf."

Passing down to later date, the schooner Climax, James Wakefield, ran to Boston. She was built by Wakefield and Johnson Williams near where the railroad round house now is. Then there was the staunch, fast-sailing packet, schooner Planet, Capt. J. D. Robinson, running to Boston prior to the year 1836. Capt. Robinson had some previous experience in this line as supercargo in his earlier day of the schooner Comet. In the Planet were transported between Bath and Boston some notable passengers. Among these were Mrs. Swanton and child, Mrs. Rogers, mother of Wm. M. Rogers, an elderly lady, Capt. Patten, John Elliot, Asa B. Robinson, Samuel D., Thomas M. and Nath. C. Reed, Miss Sarah Hyde and

Miss Augusta Hyde. Records of the trips of the Planet show that the fare was, each way, three dollars for men and two dollars for ladies.

Packets would sometimes start on a trip, and meeting stress of weather before getting out of the river, lay at anchor at the Lower Kennebec even for a week. The fare named above included board, and how the sum of two and three dollars could leave any dividend to the vessel can only be accounted for by the fact that, at that day, the chief commodities for ship stores were fish and potatoes and bivalves taken from the down river clam banks.

When passenger steamers had commenced running regular trips from the Kennebec to Boston, sailing packets lost their passenger patronage and relied wholly upon freight for their business, taking chiefly lumber to Boston with return cargoes of general merchandise. Later steamboats and railroads have carried about all the freight and passengers to and from Boston.

PROMINENT SHIP-BUILDERS.

Jonathan Philbrook was the first Bath builder; Samuel Swanton, Sr., built before the Revolutionary war at McLellan's wharf, and one ship a year after its close at foot of Shepard street, until he became aged; William King, commencing at Topsham and Brunswick, transferred his building to Bath, building immediately south of the custom-house; John Peterson built first on the New Meadows River and finally moved to Bath and built at the North End; Peleg Tallman built in front of the Park; Levi Houghton at the foot of South street, where Jonathan and Jonathan Davis, Sr., and Samuel Davis previously built; William M. Rogers, Nathaniel and William Sprague at South End; James McLellan and Dwelly Turner, east of Public Library building; Joshua, Samuel and John M. Moody; Johnson Rideout, Thomas P. Stetson, North End; Major Harward; George F. Patten, John Patten — George F. built the vessels and John and James F. sailed in them; later, John and Gilbert E. R. Patten built together at North End; Clark & Sewall began by William D. Sewall furnishing the timber from land he owned at North End, and Freeman Clark, keeping a store, paid the workmen

largely in goods; later, Thomas M. Reed built with this firm and continued to do so with their successors, E. and A. Sewall, afterwards Arthur Sewall & Co., which includes Samuel S. Sewall. Charles Davenport, who built with the Pattens and with other builders; William M. Reed and Son — Franklin Reed and later F. and E. Reed at South End; L. Warren Houghton, John R. Houghton, Henry L. Houghton as Houghton Brothers at foot of South street; William and James Drummond and Gilbert C. Trufant as Trufant, Drummond & Co., North End; Oliver Moses and William V. Moses; W. V. Moses & Sons; Albert Hathorn; Goss & Sawyer and Goss, Sawyer & Packard; John R. Kelley, E. F. Sawyer and G. J. Spear as Kelley, Spear & Co.; Charles E. Moody; Jenks & Harding — C. J. Jenks and Ed. K. Harding; William Rogers, North End; J. P. Morse, B. W. Morse, Charles W. Morse; Willard Hall and Samuel Snow as Hall & Snow; Arnold & Curtis — Augustus Arnold and Curtis; John Henry; Alexander Robinson; John McDonald, Wm. T. Donnell, G. C. Deering; George Hawley; C. B. Harrington; Joseph Berry and George Richardson as Berry & Richardson; Hall, Cornish & Co.; Adams & Hitchcock, South End; James H. McLellan; P. M. Whitmore; B. C. and S. D. Bailey; D. C. Magoun; William Richardson; J. H. Kimball; John Richardson; G. C. Deering; W. T. Donnell. At Georgetown, Benjamin Riggs; Joseph Berry. Phipsburg, Mark L. Hill, Thomas McCobb, Parker McCobb, C. V. Minot; Richard, Alden and John G. Morse; Pierson Morrison, Samuel H. Morrison. Richmond, T. J. Southard, Marshall S. Hagar, James M. Hagar. Bowdoinham, John Harward.

Names of other builders within the port are not accessible. There were and are now citizens of prominence who have invested with builders in their ship-building but can not consistently be classed as actual ship-builders.

Thomas W. Hyde, as president and chief owner of the Bath Iron Works, commenced building steel government vessels in 1890, and early in 1893 had launched two gun-boats and later a harbor defence ram, with a large iron passenger steamer in process of construction. This success of the Iron Works inaugurates the era of iron and steel ship-building at Bath.

BUILD OF VESSELS.

According to a "Schedule" of vessels built in the Bath district, published in 1878, it appears that from 1781 to 1878 inclusive there were built at the city of Bath, 24 steamers, comprising 5,355.68 tons; 519 ships, of 437,675.88 tons; 118 barks, of 73,875.17 tons; 192 brigs, of 39,276.28 tons; 330 schooners, of 50,060.58 tons; one snow, of 163.67 tons; 43 sloops, of 2,477.42 tons; 3 barges, of 736.96 tons. Total, 609,621.64 tons.

In this district, up to 1888 inclusive, the build was, including "Schedule:

Steamers, 88; tonnage, 26,682.22.	Schooners, 1,262; tonnage, 224,493.29.
Ships, 890; tonnage, 741,091.30.	Sloops, 155; tonnage, 8,340.87.
Barks, 853; tonnage, 132,218.85.	Barges, 7; tonnage, 1,520.45.
Brigs, 673; tonnage, 128,089.61.	Vessels, 3,528.

Grand total, 1,261,436.59 tons.

1889. Two ships, 5,000 tons; two steamers, 3,500 tons; one bark, 1,028 tons; twenty-eight schooners, 23,000 tons; one barge, 2,253 tons; four sloops, 60 tons. Total, 34,841 tons.

1890. Three ships, 8,254.22 tons; three barks, 2,580.13 tons; thirty-five schooners, 21,453.25 tons; two steamers, 2,498 tons; one sloop, 22.85 tons. Total, 34,809.45 tons.

1891. There were built at the city of Bath, one ship, 2,628.84 tons; one bark, 1,585.36 tons; twenty-two schooners, 17,961.85 tons; one steamer, 582.34 tons. Total, 23,158.39 tons.

1892. Build at Bath, Phipsburg, and Woolwich, one ship, 3,400.43 tons; one bark, 1,402.30 tons; one barkentine, 1,133.01 tons; one steam bark, 254.21 tons; four steamers, 2,066.90 tons; seven schooners, 3,360.32 tons; three sloops, 43.44 tons. Total, 11,660.70 tons.

From 1781 to 1892 inclusive, the total build of vessels has been 897 ships; 858 barks and barkentines; 673 brigs; 1,352 schooners; 166 sloops; 96 steamers; 9 other vessels, comprising a grand total of 1,350,138 tons.

The cost of vessels built up to 1880 was $54,375,809. The records in the custom-house do not show the full amount of tonnage owned in Bath for the reason that, in many instances, a small portion of a vessel only is registered as owned in Bath, while the bulk of ownership is represented as belonging to persons in Massachusetts, New York, California, and other localities.

COLLECTION OF CUSTOMS.

In 1677, a custom-house was established at Pemaquid, and vessels coming into the Sagadahoc were required to enter and clear at that port, and in 1685 "an office was established at Sagadahoc for entering and clearing, as considerable trade was carried on in masts and lumber." By virtue of a grant from the crown of England, the Duke of York, who had assumed jurisdiction of this section of country, decreed "that all vessels, not of the Ducal state, should pay into the public revenue, if a decked vessel four quintals, and if an open boat two quintals, of merchantable fish."

The prosperous condition of the settlements along the coast of Maine contiguous to the Sagadahoc region was interrupted by the French and Indian war, and during its progress the settlers were driven off, their improvements devastated, and trade and commerce entirely suspended until the resettlement of 1714. Notwithstanding a *quasi*-peace with the Indians in 1713, they continued troublesome until the English triumphed over their French allies at Quebec in 1759, and but little customs regulations were necessary for the scattered shipping of the Kennebec and adjacent coast. In the meantime Massachusetts had come into the possession of the Sagadahoc territory, and custom laws became established at Boston in 1677.

Prior to the Revolution, Falmouth was the only customs district in the Province of Maine, where it was established in 1758. The first custom-house on the Kennebec was located at Abagadasset Point and was a branch of the central Portland office, with David Trufant of Bath, deputy collector, who held the office from 1780 to 1789.

The Collection District of Bath was established by United States statute July 31, 1789, with William Webb, collector. The first registry of a vessel was made Oct. 21, 1789. At a subsequent date there were added to the Bath district all the towns incorporated on the Upper Kennebec, together with Topsham, Brunswick, and a portion of Harpswell. Some years later, Brunswick and Harpswell were detached from the Bath district and incorporated into the Portland district.

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Before the advent of railroads, water transportation was a necessity to general commerce, and the Kennebec, with the resources of its many branches, was a river of vast importance. The large fleets of brigs and schooners constantly employed in the West India and other foreign trade, returning to this port with full cargoes of the products of other nations, required a larger force in the custom-house than has been needed since the rail has greatly displaced canvas.

The deep sea going ships, after having made a round voyage, almost invariably returned into the river to repair and refit for another departure, which was usually in the fall, especially when engaged in the cotton carrying trade. In time this business ceased, ships did not return yearly, the West India trade became less, and the duties of the custom-house have required a smaller force to the present time.

Outlying Custom-house Officers. — An officer supplied with a government boat has been stationed for a great many years on the Lower Kennebec, whose chief duty is to board vessels arriving in the river from a foreign port to see that she is made to comply with customs regulations. He is to take a duplicate "manifest" of her cargo and place a lock on her hatches to remain till the time comes to discharge cargo. When the embargo of 1807 went into operation, the duties of this officer were enlarged to the watching of vessels that might be attempting to go to sea on illicit voyages contrary to the embargo restrictions.

Before the war of the Rebellion, when fishing vessels were drawing a yearly bounty from the general government, the duty of looking after "bounty catchers," who might be spending unnecessary time in harbor instead of being on the fishing grounds, imposed additional duties upon this officer, and in some years an extra officer was employed in this duty. This bounty was discontinued soon after 1861. Besides the custom-house officer stationed at the Lower Kennebec, there is one at Richmond and one at the Forks of the river at the Upper Kennebec.

Custom-Houses. — When William Webb was collector, the custom-house was immediately east of his dwelling-house, which

stood where is now the Public Library building. The site of the custom-house is now occupied by a livery stable; one story fronted west, and on the east fronting the river there were two stories, into which was the main entrance, and a portion was used for a store.

When D. B. Hobart was collector, the room on the north-east corner of Centre and Washington streets, known as Music Hall, was occupied as the custom-house.

During the term of John B. Swanton, he occupied the brick building on the north side of Broad street, second east of Front street, which was built by Nicholas L. and Ammi R. Mitchell.

William King, when collector, had his office in the second story of the old Bath bank building at the south-west corner of Front and Centre streets.

During the term of Collector Snow, the present custom-house and post-office edifice, built by the United States government, was completed and occupied in 1858, the cost of which was $105,891.25. Of this sum $12,800 was for site, foundation, grading, and other contingencies, and $93,091.25 for the structure of stone. To make room for this edifice, the old mansion of William King was sold to James D. Robinson, who removed it directly south to Vine street and it was converted into a hotel. When this government building became occupied, the north end of the lower floor was devoted to the use of the post-office, and the south end was occupied by the Board of Trade for a Merchants Exchange. After a few years it became necessary to enlarge the capacity of the post-office, the Merchants Exchange was removed to other quarters, and the post-office has since that time occupied the entire lower floor. The customs departments occupy the upper floor. The edifice is surrounded by extensive and well kept grounds.

The Collectors.—William Webb, 1779–1804; Dudley B. Hobart, 1805–1806; Joshua Wingate, Jr., 1806–1819; Joseph F. Wingate, 1820–1824; Mark L. Hill, 1824–1825; John B. Swanton, 1825–1829; William King, 1829–1834; Joseph Sewall, 1834–1841; Parker Sheldon, 1841–1844; A. J. Stone, 1845; Amos Nourse, 1845–1846; J. C. Humphreys, 1846–1849; Benjamin Randall, 1849–1850; David

Bronson, 1850–1853; Charles N. Bodfish, 1853–1857; Joseph Berry, 1857–1860; James H. Nichols, 1860–1861; Roland Fisher, 1861–1866; E. S. J. Nealley, 1866–1881; James W. Wakefield, 1882–1885; Francis B. Torrey, 1885–1889; James W. Wakefield, 1889–1893; Charles W. Larrabee, 1893.

Their History.—William Webb was a prominent man of his day, lived in a historic house that was removed in 1889 to give place to the Public Library building. He had a family of children of whom one of his daughters married the distinguished citizen, David C. Magoun. Mr. Webb was collector from 1779 to 1804.

Dudley B. Hobart is not known by record or tradition to any of the present generations of the inhabitants of Bath. He was collector from 1805 to 1806.

Joshua Wingate, Jr., was appointed by President Jefferson in 1806 and continued in the office until 1819. The duties of the office must have been attended with greater labor and responsibility during his term than before or since, covering as it did the years of the embargo, non-intercourse and war with England, when great ability, firmness, decision and ceaseless vigilance were imperiously demanded of a collector of customs for this important port, where so large an amount of shipping in the foreign trade was owned. That General Wingate was equal to the demands of his office during those trying times, is amply proved by the fact of his being continued in the office for the long period of thirteen years; six years after the close of the war. The career of General Wingate was distinguished. He was an educated man to start with, having graduated from Harvard College in 1797, and entered upon the practice of law at Hallowell, where his father, Joshua Wingate, resided. He did not practice the profession long, but entered public life.

General Henry Dearborn of Revolutionary renown was living at that period in Gardiner, and, becoming acquainted with the young lawyer, thought highly of his capabilities and character. When Jefferson became President of the United States in 1801, he called General Dearborn to his cabinet as Secretary of War. On going to Washington he induced Mr. Wingate to accompany him and accept a position in his department. From thence he came to this custom-

house. His fortunes were advanced by his marrying a daughter of the Secretary. He was a man of thrift and acquired wealth. On coming to Bath he occupied what was afterwards denominated the Thomas D. Robinson house on the summit of the hill on the east side of Washington street north of Centre street. He kept a house of open and generous hospitality, the resort of people of distinction from abroad and at home. It is in tradition that Mrs. Wingate was a lady of rare accomplishments, unexcelled in doing the honors incumbent upon the high position she then occupied, was of universal benevolence and a liberal supporter of the Baptist church, her husband giving generous aid to the building of the brick edifice of that society in 1816. They had daughters who were admired for their beauty and accomplishments.

A notable wedding took place in this mansion in 1821. Charles Q. Clapp, at that time and since resident of Portland, was a man of distinction. He came to Bath to wed a daughter of General Wingate. It was a notable occasion. Distinguished men were present: General Henry Dearborn with his wife, Commodore Jesse D. Elliot, General Simon Benard of France who had been with Napoleon at Waterloo as one of his staff, William King and Mrs. King and many others from out of town and in town. The Reverend Mr. Stearns had the honor of officiating at the ceremonies. Eventually General Wingate moved from Bath to Portland, and died in 1843.

During the war of 1812, when Bath was threatened with attack by forces from English men of war stationed off the mouth of the river, Gen. Wingate had a large, long chest made with trucks under it in which to place the books and papers of the custom-house offices and drawn to a place of safety should occasion make it necessary. The chest has been preserved, and is now in the possession of the Sagadahoc Historical Society as a relic of early war times.

A Valuable Prize. — It has been related on good authority, that, during the war of 1812–15, a vessel laden with a very valuable cargo was brought into this port, vessel and cargo confiscated, that the fees of the collector amounted to $72,000; and that subsequently the general government restored the value of the

property to its former owners, but that the collector did not relinquish the portion he had received (*per* Hayden).

JOSEPH F. WINGATE was appointed collector by President Monroe in 1820 and occupied the office until 1824. He was afterward member of the United States House of Representatives for the Lincoln district the last year of President J. Q. Adams' administration and the first two years of that of Andrew Jackson. He was brother to General Joshua Wingate, and was a conspicuous man of his day. His later life was passed in the town of Windsor in this state.

MARK LANGDON HILL came into the office under President Monroe in 1824. He had been a large ship-builder, owner, and merchant at Phipsburg during his earlier life, meeting with success. He was at one time judge of the court of sessions, postmaster at Phipsburg, chairman of the board of selectmen many years, held other town offices and was a prominent member of the Congregational church. He was always a conspicuous man; served in the General Court of Massachusetts and in the United States House of Representatives. He was notably condescending, affable, and courteous, which were natural traits in his character.

Judge Groton wrote: "In 1824, Judge Hill was appointed by Mr. Adams collector of Bath. Although a good officer, and a man of excellent moral and religious character, he had enemies, who preferred charges against him for the agency he had in getting the brig Mary Jane to sea, fourteen years before. Mr. Adams, upon the charges, appointed a special court consisting of Judge Whitman, Judge Ware, and Mr. Burley, member of Congress, to take evidence and report to him. This court sat at the Bath hotel and lasted some days." Bath wanted the office, Judge Hill was removed, and J. B. Swanton, Sr., received the appointment to succeed Judge Hill.

JOHN BARNARD SWANTON received his appointment from President J. Q. Adams in 1825, and held the office until 1829. He was a prominent man and a member of the Swedenborgian church, having previously belonged to that of the Calvinist Baptist. John Bosworth Swanton, his son, was his deputy collector.

William King was appointed by Andrew Jackson in 1829, and held the office to the spring of 1834. As the history of his career is given elsewhere in this volume it would be tautology to recount the life and services of General King in this connection, the mention of his distinguished name being sufficient. It is also unnecessary to say that his administration of the duties of the office was able and honest. There is a little incident related of him while collector. Some man presented to him a bill for services rendered the government in connection with the custom-house; Mr. King looked it over when he loudly exclaimed: "Here is a man who wants thirty-five days' pay for one month's work." He did not get pay for his extra or rather extraordinary days.

Joseph Sewall succeeded William King, appointed by President Jackson in 1834, reappointed by President Van Buren 1838, retiring in 1841. He had graduated from Bowdoin College in 1812, read law with Benjamin Ames, admitted to the bar when 21 years of age, was adjutant-general of Maine, was several years county commissioner and selectman of the town; attending to law practice when not conflicting with his official duties during the business years of his life.

He took an active part in political matters, and was a life long Democrat. He was a well informed antiquarian and in 1833 delivered an address on the History of Bath, which was afterwards published in book form. General Sewall was of distinguished presence, and notably a gentleman in his intercourse with the world.

Parker Sheldon came into the office under President Harrison in 1841, appointed chiefly by the influence of U. S. Senator George Evans. Mr. Sheldon resided in Gardiner and did not move his family to Bath. At the time of the appointment of Mr. Sheldon there were two "cliques" among leading Whigs of Bath each wanting the subordinate offices, and when the collector came to Bath to assume the duties of the office and make his appointments his reception was notably cool on the part of those who had not "stood in" with his canvass for the collectorship. He had been an active worker in the Whig party, and did efficient service for that cause in the notable presidential campaign of 1840. His term ended in 1844.

A. J. STONE of Brunswick was appointed by President Tyler in 1845 and held the position less than one year. He was a merchant in Brunswick and did not come to Bath to reside during his term of office.

AMOS NOURSE was appointed by President Polk in 1845. He was then residing in Bath, having come from Hallowell a few years previously where he had been postmaster and in the practice of medicine, and was of much repute as a man of considerable literary attainments. He had been practicing his profession in Bath prior to his taking this office. He held the collectorship until 1846, and died in Bath while in office.

John Campbell Humphreys. — The American ancestor of the Humphreys family was Lawrence Humphreys, whose nativity was Queenstown, Great Britain, where he was born in 1757. When beginning his business life he went to Jamaica as the manager of the estate of the widow of a planter who had died wealthy. From thence he came as supercargo of a vessel that was laden with a cargo of molasses for the Kennebec soon after the close of the Revolutionary war. Arriving in the river she went ashore on the rocks of Parkers Island and was totally wrecked. Mr. Humphreys was left in a strange land entirely destitute of means. He had the lucky fortune, however, to fall among good men, among whom were the Parkers, the McCobbs, the Percys, and the Drummonds, who must have seen in him a person of native worth, for he acquired real estate in Phipsburg which was contiguous to what was the John Parker and subsequently the Andrew Reed estate, and married into the Drummond and Campbell families, by the espousal in 1788 of a daughter of John Campbell whose mother was Frances Drummond, who came over with her father, Alexander Drummond, the ancestor of all the Kennebec Drummonds, who came over in 1729 and lived at Chops Point. Mr. Humphreys subsequently moved to Topsham. His son, John Campbell Humphreys, was born in Phipsburg, Feb. 22, 1798; lived in Brunswick; became prominent as senator, sheriff, merchant, lumber manufacturer, ship-builder, major-general of the militia, high in the Masonic order, and collector of the port of Bath during the Polk administration. He was appointed by President

Polk in 1846. He resided in Brunswick and did not bring his family to live in Bath.

Benjamin Randall was collector from 1849 to 1850. He was the son of William Randall, a respectable and wealthy farmer and one of the early settlers of the town of Topsham, where Benjamin was born in 1789. In his childhood his father discovered that he had more than common talents, and determined to give him an education suited to his abilities. He was graduated at Bowdoin College in 1809 and took his degree at the head of his class, and then entered the office of Benjamin Hasey of Topsham, where he pursued the study of the law; in 1812 was admitted a member of the Lincoln County bar and commenced practice in Bath, where he resided forty-five years. Like others of the profession, he took an active interest in political matters, identifying himself with the Whig party during its continuance. In 1833, he was elected from Lincoln district a member of the state senate; in 1838, member of Congress, and appointed by President Taylor, 1849, collector of the port of Bath. When nominated for congressman by the Whig party, it was at a convention in Wiscasset, without solicitation or expectation on his part.

He was twice married, and his second wife was a daughter of Kilborn Whitman of Pembroke, Mass. Mr. Randall was of a mild temper, had a well balanced mind, and through all the strong contests of his profession was never known to show passion or discourtesy to his opponents. He was a man of learning in his profession and a fine classical scholar. In some respects he resembled his legal instructor, Benjamin Hasey, who was deeply learned in the law. In the many good qualities of Mr. Randall, he was an honest lawyer, an honest man, and amiable and pleasing in his demeanor.

David Bronson of Hallowell was appointed collector by President Fillmore in 1850. He was a lawyer of wide reputation and alive in politics. He came to Bath to live, and went out of office in 1853.

Charles N. Bodfish of Gardiner became collector in 1853. He was umarried and during his term made his home in Bath. He had

been a major in the Mexican war and upon his return engaged in the manufacture of lumber at Parkers Head. His term of office expired in 1857.

JOSEPH BERRY was appointed in 1857 by President Buchanan. He resided in Georgetown and commenced life as a stone mason; had a start in life by obtaining government contracts for building lighthouses on the coast of Maine, became a ship-builder in Bath and at other points on the Kennebec as well as at Robin Hood's Cove on Parkers Island. He had an extensive and widely spread business in lumber, ship-building and trade. He had been a member of the state legislature for several sessions, and major-general of militia to which he was elected by the legislature in 1839 at the time of the notable "Aroostook War." He died while in office in 1860.

JAMES H. NICHOLS was a native of Phipsburg, son of Joseph Nichols, a shoemaker. He started in life as a shoemaker and kept a store in Bath where he married and had a family. Later in life he entered into politics as an ardent Democrat and received the appointment of weigher and gauger under collectors Humphreys and Bodfish, and of collector from President Buchanan, serving out the unexpired term of General Joseph Berry upon the death of the latter. Upon the advent of the Washingtonian temperance reform Mr. Nichols became an active worker in the cause, exercising a strong influence in its promotion.

He served as collector during 1860 and 1861. He died in Bath. His son, Joseph Nichols, became a boot and shoe dealer in Bath and is unmarried.

ROLAND FISHER succeeded to the office of collector when the Republican party came into power in 1861, receiving his commission from President Lincoln. Mr. Fisher was a native of Arrowsic, where his ancestors were early settlers and prominent men. Receiving such education as the public schools afforded, his early and middle life was passed in the lumbering business, becoming the owner of a part of what has been known as the ancient "Rowsick Mills," since as "Potter's Mills," situated at the foot of Fiddlers Reach on Arrowsic Island. Later he removed to Bath, where he engaged in

other business and held public offices. He was twice married and had a numerous family by his second wife. Mr. Fisher was a man of excellent character, was active in all the pursuits of life in which he engaged, and accumulated a comfortable fortune. He held the office to the time of his death in 1866.

Edward St. John Nealley was born in Lee, N. H., Dec. 16, 1811. He was the second son of Edward B. Nealley and was one of ten children. He was a member of the class of 1835 of Bowdoin College, but left before graduating. Subsequently the college conferred on him the degree of Bachelor of Arts out of course. After leaving college he went to Thomaston and studied law with his cousin, Jonathan Cilley, who was afterwards member of Congress and subsequently killed in a duel. He was admitted to the bar and practiced at Thomaston. He was clerk of the House of Representatives at Augusta, and there his character and good penmanship brought him to the notice of Joseph Sewall, the collector of customs in Bath, who, during Van Buren's administration, appointed him inspector of customs and afterward deputy collector. This latter office he held until in February, 1866, when he was promoted to the collectorship, which office he held till his death in 1881, a period longer than any other collector of customs in the United States. He had served the government in the custom-house in Bath for more than forty-four years.

He was an officer of the Patten Library Association from the time of its organization, and was president of that association for many years. It was largely through his instrumentality that the library was founded. He was trustee of the Kelley fund for the distribution of fuel among the needy widows of the city. Mr. Nealley was a member of the city council during several years. He married Lucy Prince of Thomaston, a sister of Mrs. Jonathan Cilley, July 5, 1836, by whom he had five children, of whom four are now living: Edward B., now living in Bangor; Henrietta P., who married Rev. John Gregson, formerly rector of the Episcopal church in this city, now rector at Wilkinsonville, Mass.; Greenleaf C., who has been in the employ of the government in Texas as botanist, and

Susan M., wife of Geo. E. Hughes, attorney in Bath. His wife Lucy died in Bath, Jan. 17, 1853, and he married, Dec. 1, 1859, Sarah A. Pope of Spencer, Mass. They had two children, William P. and Henry A. Mr. Nealley was a prominent Mason and Odd Fellow and was twice state delegate to the national convention of the Odd Fellows. Mr. Nealley was one of the most pleasant of gentlemen, universally popular, and a useful and benevolent citizen of the highest standing.

James W. Wakefied, born in this city in January, 1833, son of James Wakefield, who died some years ago and was one of the leading merchants and business men of this city where he carried on successfully for a long term of years the business of a grocer. He was also managing owner of a packet line between the Kennebec and Boston. At the age of fourteen years James W. went into business with his father. This was about the year 1847, and he continued in business with him seven years. In 1854 he entered the office of Kendall & Richardson, ship-chandl s, where he filled the position of book-keeper about two years. In 1856 he again went into the grocery business as a partner with his father, and carried on a large trade until the breaking out of the rebellion, when he joined the army. After two years' service he returned to Bath. In 1869 he was appointed postmaster of this city, a position which he filled till near the end of the year 1881, when he received the appointment of collector of customs for the District of Bath. He held that office until Cleveland became President, when he resigned. For a number of years he was a member of the Republican State Committee. He first became a member of the city council in 1861, served that year in the lower branch, and also in 1862 and 1867. In 1871 he was elected alderman and was a member of that board in 1872 and 1880. He was elected mayor in 1885, 1886, 1887, 1888, 1889, and 1890. In the legislature of 1885 he represented this city in the House. He was again appointed collector in 1889 by President Harrison; has been superintendent of the Water Supply Company of Bath, resigning in 1893. Upon a change of administration and the term of collector expiring, his successor was appointed, attaining the office on May 1, 1893.

Francis B. Torrey is a native of Bath, a descendant of the earlier Torrey families, who were prominent citizens in their day. Mr. Torrey has been engaged in navigation and is proprietor of extensive manufacturing business in the city. He always affiliates with the Democratic party, and when Mr. Cleveland became president in 1885 he received the appointment of collector and filled the office with acceptance until the administration of President Harrison reappointed a Republican to fill the office, the duties of which Mr. Torrey was desirous to relinquish to devote his labors to the more profitable and congenial business in which he is now engaged.

THE POST-OFFICE.

Prior to 1760, the regular eastern terminus of the mail route in New England was Portsmouth, N. H. In 1775, the first post-office in Maine was established, and there were only post-offices at Kennebunk, Falmouth, and Bath. The number of letters coming to each office did not average five each week. Few people could afford to pay the high rates of postage of that day, excepting on matters of business. Common epistolary letters were largely sent by private hands at long intervals, and this continued so long as the rates of postage were six and a quarter, twelve and a half, eighteen and three-quarters, twenty-five, and thirty-seven and a half cents, according to the distance, and double rate when the letter contained more than one piece of paper.

The earliest record there is of the establishment of regular mail facilities was about the year 1780, at which time it was carried to and from Portland once a fortnight by Richard Kimball on foot. Luke Lambert carried the mail between Boston and the Kennebec, for a short period prior to the Revolution, once a fortnight on horseback, the mail pouch strapped on behind the saddle. Then Capt. Joseph Stockbridge carried the mail between Bath and Portland, making the round trip once a week. In 1791, the most eastern post-office in the state was at Wiscasset, to which mail was carried from Portland through Bath twice a week on horseback, and in 1793 continued from Wiscasset to Castine once a fortnight by a man on foot.

At that early day the roads were little more than foot paths or trod by single horse. The mails were sometimes delayed or detained by inclement weather and bad condition of the roads, which was particularly the case in the winter season when snow blockades had to be encountered. As an instance, it is related that in 1766 the southern and western mails due at Boston Dec. 27, did not arrive until Jan. 10, 1767, on account of bad traveling.

August 25, 1791, Dummer Sewall was appointed by the United States goverment the first postmaster of Bath, and for a time the office was kept at his dwelling-house on High street, the house now standing next north of the railroad bridge. It was afterward moved to the one story building recently standing near the corner of Front and Summer streets, reached by a flight of stairs from Summer street. Mr. Sewall held the office about fifteen years; living a long distance from the post-office, and in the office only when the mail came in, the business men became dissatisfied and, without distinction of party, signed a petition to general government, asking for a change of postmaster.

In answer to this request, DAVID STINSON was appointed postmaster July 1, 1806, by President Jefferson, which office he held twenty-seven years. During his term the office was removed to the building on the south-east corner of Front and Arch streets, now occupied for a store. It was the custom to write off a list of the letters received by each mail and hang it in the window, so that it could be read by the people outside. The drivers of mail stages were in the habit of blowing a tin horn when coming into town to announce their arrival. The population of Bath at the time of Mr. Stinson's appointment was 1,000.

On the death of Mr. Stinson, THOMAS EATON was appointed by President Jackson, April 24, 1833, and the office was removed to rooms in the old Lincoln Bank building, which stood upon the site now occupied by the Sagadahoc House. Private boxes were first used here. Upon the taking down of the bank building in 1848 for the erection of the Sagadahoc House, the office was kept in the south-east room under the Hatch House, on the north side of

Center street. After the completion of the Sagadahoc House, the south-west corner in the basement on Center street was fitted up with lower drawers for the use of the people and the office was removed to that locality, where it remained until the custom-house building was ready for occupancy in 1858. At this time and for several years previously, mails were received daily from the West and forwarded thither in two and four horse coaches. Upon the completion of the Kennebec & Portland Railroad — now Maine Central — in 1849, three daily mails were transported to and from Bath on this road.

Upon the accession of President Fillmore, WILLIAM PITT FESSENDEN wrote to Messrs. Kendall and Richardson, inquiring if the Whigs of Bath wished to fill the place with one of their own party, and as the result of correspondence that ensued David Y. Kendall was appointed to succeed Mr. Eaton. He held the office, however, but eight days, from the 18th of November, 1850, to the 26th of the same month.

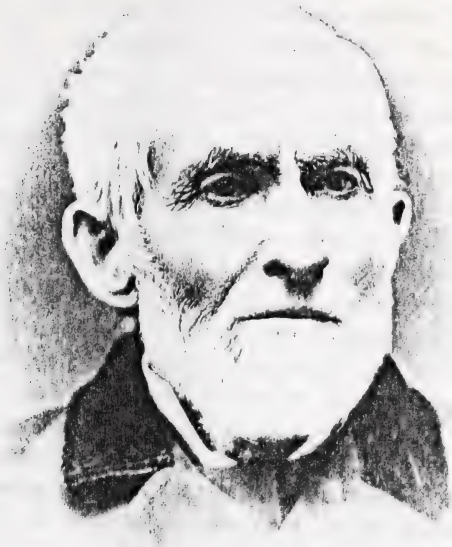
RUFUS R. HAINES, publisher of *The Mirror*, was appointed Nov. 26, 1850.

JOSEPH C. SNOW received the appointment from President Pierce April 1, 1853, and during his term the office was moved into the new custom-house building.

CHARLES T. GREENLEAF was appointed by President Lincoln April 8, 1861.

JAMES W. WAKEFIELD was appointed by President Grant April 6, 1869.

WILLIAM E. HOGAN received his appointment from President Arthur Jan. 17, 1882, and was succeeded at the end of four years by GEORGE H. NICHOLS, appointed by President Cleveland Jan. 17, 1886, Mr. Hogan having served out the full term of his commission of four years, notwithstanding the change of administration nearly a year previous. Wm. E. Hogan having been re-appointed by President Harrison, resumed the office Nov. 1, 1889, which he occupies to this time.



John O. Fiske

ARTOTYPE. E. BIERSTADT. N. Y

For many years the mail was carried to PHIPSBURG on horseback, at first twice, then three times a week, and then daily by stage. When not carried daily, the postmaster would often give an order to a reputable citizen coming to Bath to deliver him the Phipsburg mail, and this particularly on Sundays, and the writer of this has often taken it down in a pocket handkerchief, and more often it was delivered to him without an order. In no case was this trust betrayed or carelessness indulged in. Woolwich, Arrowsic, Georgetown, and other suburban towns receive their mails through the Bath office.

FOR MAILING LETTERS in former years there were no envelopes; the sheet was ingeniously folded so that it could be sealed with a wafer. Wafers are scarcely known to the present generation. They were mostly red, hard, mucilaginous substances, of the shape and size of a ten-cent piece, which to be used would be softened by placing one of them between the moist lips a few moments, when applying it to paper it stuck fast by spontaneous hardening. The more elegant way was to use sealing wax, which was customary for public documents. A singular regulation in the rules of the post-office department was that a letter containing more than one piece of paper was liable to be charged double postage. The enigma would seem to be how postmasters could know whether a letter covered one or more pieces of paper.

Incidents Connected with the Postal Service at Bath.—A Boston man by the name of Thorndike owned a large tract of land at Thomaston, and David Fales was his agent. Two men who afterward became notable public men kept the post-office—Hezekiah Prince, postmaster, and John Ruggles, his assistant. Prince became member of Congress and Ruggles, United States Senator. Fales had occasion to transmit the sum of $700 to his principal in Boston. To do this he enclosed seven bills of one hundred dollars each, and mailed it in the Thomaston post-office. This failed to reach its destination. In consequence, he brought suit against Postmaster Prince to recover the amount of money lost. At about the same time, a letter in which money was enclosed was mailed at Thomaston for Portland, which did not reach the person to whom it was addressed.

At the suit, all of the postmasters on the route over which the Boston letter must pass were examined in court, and their testimony showed that it was evident that the leak was in the Bath office. Postmaster Stinson was somewhat of an easy going man, and a fast young man was accustomed to be familiar in his office, as he was an intimate of the family. Suspicion pointed to him as the purloiner of the letters, and he was arrested. His name was Robert Lamberr, a son of Luke Lambert. His father became his sole bondsman, and before the next session of court the son fled and never returned. It was believed that he died not long afterwards at Demarara, a dissipated army soldier. The bonds that had been given by his father, which were for a heavy amount, were afterwards remitted by the legislature through the influence of friends.

The Decoy Letter. — In the fall of 1833 Thomas Eaton was postmaster at Bath. At that time, letters containing money had been missed from the mails between Bath and Belfast. It was a stage route. A post-office official was placed on this line to detect, if possible, the delinquent postmaster. He placed in the Belfast office a decoy letter directed to Gen. James McLellan, Bath. Taking a chaise, he followed the mail coach. It was in the night. The mail was carried through, as was the custom, in one large bag, and at each office on the line the postmaster emptied the bag and selected such of the contents as were addressed to his office. On this occasion the detective took the bag from the stage when at a proper distance from an office, and emptying its contents into the bottom of his own carriage searched for the decoy letter. The post-office at Lincolnville, where Albert Reed, a former resident of Bath, was postmaster, was passed all right, and Camden came next. Here Ephraim K. Smart, a prominent Democratic politician, was postmaster. After leaving this office, the decoy letter was found to be missing. The detective immediately returned and had Mr. Smart arrested. It was necessarily a sensation.

In due course of mail the identical letter arrived at the Bath office. Mr. Eaton, in his usual habit of accommodation in taking letters not immediately called for to business men within easy reach, took this letter with others to the store of Gen. McLellan

John M. Moore

and delivered it directly to him. Of course this vindicated Mr. Smart, and the inference could be none other than that the detective had made a grave mistake in overlooking the letter when assorting the mail after leaving Camden. It was a long talked about affair.

MUNICIPAL GOVERNMENT.

The city is organized into seven wards, from which there are elected seven aldermen and twenty-one councilmen, who with the mayor comprise the city government. The city officers are a treasurer, collector (in 1893 united in one), marshal, street commissioner, municipal judge, a solicitor, and city clerk.

Having received a charter in 1847, Bath was organized into a city in 1848 with David C. Magoun, mayor, who held the office one year, when he declined re-election. The successive mayors were Freeman H. Morse, 1850; John Patten, 1851, 1852; Barnard C. Bailey, 1853, 1854; Freeman H. Morse, 1855; William Rice, 1856, 1857, 1858; Israel Putnam, 1859, 1860, 1861, 1862, 1863, 1864, 1865; John Hayden, 1866; Israel Putnam, 1867; James T. Patten, 1868, 1869; Samuel D. Bailey, 1870; James D. Robinson, 1871, 1872; William Rice, 1873, 1874, 1875; Edwin Reed, 1876, 1877; J. Green Richardson, 1878, 1879; Thomas W. Hyde, 1880, 1881; James C. Ledyard, 1882, 1883; George H. Nichols, 1884; James W. Wakefield, 1885, 1886, 1887, 1888; George Moulton, Jr, 1889; Charles E. Patten, 1890; Fritz H. Twitchell, 1891, 1892; Charles E. Patten, 1893, who resigned without qualifying, and John O. Shaw was elected for 1893.

Destruction of the Town Records. — In the winter of 1838, a fire on Center street, nearly opposite the present town hall, consumed all the town records, which were kept in a wood building on that side of the street; consequently, data of public acts of the town up to that date were entirely lost, leaving an irreparable vacancy detrimental to the completeness of the records transcribed in this volume.

After the organization of the town in 1781, no representative was sent to the General Court at Boston until 1784, when Francis Winter

was elected to that office, in which he was continued until Major Joshua Shaw was chosen in 1799, 1801, and 1802; Samuel Davis in 1803; William King in 1804 and 1805, and Peleg Tallman in 1806 (*per* James Sewall).

The appropriations to pay troops furnished by the town during the closing years of the Revolutionary war were $500 annually. For the support of highways, the town raised the first year $500.

Court-house. — The territory comprising the District of Maine originally formed one county, which was first Yorkshire, then York, with the town of York the county seat. In 1760, the counties of Cumberland and Lincoln were set off from York. The town of Georgetown, which included Bath, was in the county of Lincoln, and Pownalborough was the shire town. In 1761, the proprietors of the "Kennebec Purchase" built and donated to the county the court-house which is still in existence and in good condition. In setting off, subsequently, other counties from Lincoln, the county seat of Lincoln was transferred to Wiscasset, where a court-house was built, and later a court-house was also built at Topsham.

In 1854, the county of Sagadahoc was formed from a portion of Lincoln, and Bath made the county seat. To build a court-house, to include lot, fence and bell, the county issued bonds to the amount of $70,000, and the building was completed in 1869. In the meantime, courts were held in the old town hall, and the county offices were in the same building. When the building was ready for occupancy it was dedicated with appropriate ceremonies, at which Chief Justice Jonathan G. Dickinson delivered the address. In the earlier days of this eminent jurist he was principal of the Bath Academy, and was at one time a contributor to the newspapers of Bath.

SCHOOLS.

Even after the Indian wars were over and the inhabitants had settled down to cultivate their farms, they still had hard times. There were no school-houses and their dwelling-houses were so far apart that they could scarcely be formed into districts. They had school three months, and sometimes less, once in two or

three years. It was held in private houses. They had good teachers; one particularly, Master O'Brien, who was educated in Edinburgh, Scotland, was a gentleman and an excellent teacher. He afterwards settled in Brunswick. There were families in remote districts who could neither read nor write. The settlers who came from England were better educated than those born and brought up in this country, having had better advantages for education in the old country.

Years ago sturdy men and women, who were not afraid to meet the hardships and discouragements attendant upon frontier life, came to Maine and took up farms in the unbroken forest. They cleared land along the rivers and on the back ridges, built houses and made roads, and as soon as a community was strong enough, they built school-houses and churches, and raised large families of boys and girls to fill them. We well remember the old school-house where, in boyhood days, we studied Noah Webster's spelling book, Murray's grammar, and ciphered in Walch's arithmetic. The long seats were arranged on opposite sides of the house, the large boys and girls occupied the back seats, and the smaller ones the front. The room was warmed from a large open fire-place at one end. The teachers boarded round to lengthen out the school, and wood was furnished by the several familes while they boarded the master. For about ten weeks in the winter sixty scholars came together, some with whole books, and some with books whose leaves were half gone, especially the lower halves. To-day, scholars with all the modern improvements in school-houses, in text books, in teaching and discipline, find their scholarship far below that of fifty or sixty years ago. In those days the school-houses in the outlying districts served also as churches.

From the formation of the Second Parish in 1754 to 1775, no public school had been established at Bath, and the expense of maintaining the instruction of youth was raised by subscription. In the year last named the parish voted an appropriation of about twenty dollars for school purposes. When the parish became incorporated into a town in 1781, an appropriation of two hundred dollars was made for the support of public schools, which amount

was continued yearly until 1795; this sum was increased the next year to four hundred dollars and continued until 1800.

On the west side of High street, a little south of the dwelling of Gen. T. W. Hyde, stood the FIRST SCHOOL-HOUSE in ancient Long Reach of which there is any reliable account. As near as can be ascertained, it was built in 1785. The building was known to be there in 1790 and occupied as a school-house. The teacher is said to have been a MASTER PATCH, who was lame, went on crutches, and was also humpbacked. He had a unique method of punishing the scholars that partook of barbarism. He had a wooden shoe made with sharp pegs on the bottom, and in this he compelled obdurate boys to stand on one foot.

The High street school-house has been described as of about twenty feet square, sharp roof, outside window shutters, and regular seats and benches. After it was abandoned, the old building was removed to the south end, where it was used as a dwelling and ultimately disappeared.

Subsequently, this old Master Patch taught school at Berry's Mills, West Bath, at which time the school-house in which he kept was burned, it was supposed, by the boys on account of the old man's severity. This was in 1803.

Employing Teachers. — From 1638, when Harvard College was established, every town of fifty householders was ordered by law to hire a teacher the year round, and a town of one hundred householders had its school where children were taught the rudiments of learning and where the boys could be fitted for college. Probably none of our well trained boys and girls ever heard such buzzing as they had in these ancient schools all the time. The country in those times seemed so large that most families talked loud, having no fear that they would be overheard by any neighbors excepting the bears and wolves, while the children had no idea that they could study without pronouncing the words at least in whispers, so when they buzzed the liveliest, the teacher looked for the best lessons. Often two or three would be seen studying from the same volume, as one book of a kind frequently answered for a whole

family. Classes were very few but large. There were other sounds in the room besides the smothered tones of the student; the "spat" of the broad ruler, which was sometimes pierced with holes for the kindly purpose of raising blisters; while over all arose the sob of the sensitive, the whine of the base, or the groan of the plucky. But there were busy fingers as well as lips, with the rustle of sheets and pillow cases and patchwork, for the girls were taught sewing afternoons.

Among the things taught in school were "manners." In entering or leaving the school-room every pupil was required to turn towards the teacher, the boys to make a bow and the girls a courtesy, and when a class was in line on the floor they were required to "make your manners." The boys were instructed that when meeting an elderly person on the road they should take off their hats and make a bow to him. These habits were salutary by inculcating deference due to age and to those placed over them as teachers.

There were no blackboards or other appliances for teaching made easy, nor taking a package of books home for evening study. Six hours were considered a good day's work in the school-room; what was learned was learned for good and lasted through life. Learning was acquired by hard, individual study, without being boosted too much over knotty places.

A wood SCHOOL-HOUSE stood on the north-west corner of NORTH and MIDDLE STREETS. CHRISTOPHER CUSHING owned much of the land in that vicinity, and it appears on record that June 9, 1805, Mr. Cushing deeded to "Peleg Tallman, Caleb Marsh, Laban Loring, Joseph Tibbett, Joseph Sewall, and others who may hereafter join," a lot of land, three by four rods, for the sum of one hundred dollars, conditioned that the house to be erected upon it should not be less than twenty feet front. The building was accordingly constructed.

A large lot of ground was comprised in its site, which was covered with white oak trees and grassy verdure, and being on elevated ground open to the river, it presented from the water a very beautiful appearance; in consequence of these attractions it was termed

Paradise. It had a vane in the form of a man wearing a bobtail coat with a pen behind his ear. The building was usually called the "Cummings school-house," taking this name from the notable ABRAHAM CUMMINGS, D.D., a man of much learning, who often kept school in it during winter months, when in the summer season he preached as a missionary on the shores and islands along the coast, sailing in a schooner boat for the purpose. While engaged in teaching he often supplied a vacant pulpit of an orthodox church.

In this "seat of learning" Mr. Weston taught, also ISAAC PAGE, both of whom were severe disciplinarians, and such were accounted "the best school-masters" of that generation, the school-boys of that day requiring the rod, that beat manhood into them and graduated them into solid citizens. Mr. Weston's favorite discipline was to scare his unruly scholars into obedience to good order; throw his heavy ruler, which was the emblem of authority in those days, with all his force, over the boys' heads, to the wall at the back end of the room, making a great commotion. At times he would, in like manner, throw an inkstand. He was said to be an awful thrasher of the unruly boys of his school.

Mr. Page kept school in that house in 1820. His custom was to "open school" with prayers, during which the scholars took advantage to become noisy, whereupon he would open his eyes, and looking around the room, seize his great ruler or green cowhide, and "go through" the entire school, striking the pupils over the head, thrashing their bodies and limbs, until order was restored, when he would return to his desk and finish his prayer. This contempt of the master's devotion may have arisen from the well-known habits of the master to be addicted to the too free use of intoxicating drink. This Mr. Page was in no way related to the popular Master Joshua Page of "Erudition" memory.

In this same school-house JOHN REED OF PHIPSBURG taught. He was the eldest son of Col. Andrew Reed of Phipsburg, and made a profession of teaching, in which vocation he was prominent in his day and generation. In his school in this old school-house he had

EURIDITION SCHOOL-HOUSE, 1794.

scholars who afterwards became distinguished men in business and in public life. Probably not one of them is now alive, the last having been the venerable and respected citizen, the Hon. John Hayden. About two weeks before the end of his term, the house was so badly damaged by fire that the school was closed. Mr. Reed made teaching the business of his life and was for many years, till his death, the head of the school committee of his native town.

Old "Erudition."—On "North Hill," near the north-east junction of Center and High streets, is a notable school building, an ancient landmark, in a good state of preservation. Within its walls many of the prominent citizens of Bath of past generations obtained all the education that aided their success in the business of their lives. This school-house was made famous by the pre-eminent teaching of Joshua Page, remembered as Master Page, who taught in this building from the year 1806, consecutively, for the period of not far from half a century. He was eminently fitted for the teaching adapted to those days. He had a magnificent presence, stern but pleasant countenance, positive in his ways and of commanding demeanor, a trait necessary to control the rude young spirits of those days who became his pupils. He was a strict disciplinarian, without undue harshness, and was a man of unusual literary attainments, fully competent to teach all the branches that the times demanded. He also gave private instruction in navigation to young seamen whose earlier education had been limited. Master Page was a useful citizen, taking active part in public affairs and holding prominent offices in the town.

An incident has been related of this esteemed gentleman. He had a young man scholar whom it became necessary to "whip," a mode of punishment in vogue in olden time in the public schools. The boy "swore vengeance" upon his teacher to be put into execution in after years. He "went to sea," and when he was grown up he met Master Page one day on the street, and stopping him remarked that he was going to give him a flogging, whereupon his old teacher knocked his old pupil down and left him sprawling in the street.

The lot on which to erect this school-house was donated by JOSHUA SHAW. It is a solid ledge. The building was constructed by Joseph S. Sewall at the expense of the town in 1794. It was his idea that placed over its door the word "Erudition," which remains to this date together with the year of its completion. It is a notable landmark. The first to teach school in it was a Mr. Hobby. It was at an early day used by different denominations for holding religious services and for public meetings. The old-time sloping floor on which were the usual long seats were allowed to remain until 1886, when they were removed and the interior remodeled in accordance with modern style of seating. It is now in use for a primary school-room of the graded system.

The North Street Academy. — In course of years the Cummings school-house was converted into an academy. This author can well recollect that in the winter of 1835–6 the Bath Lyceum held debates in its room in which General Joseph Sewall, Benjamin Randall, Professor Anderson, who was principal of the High street academy at the time, and others took part. At an early day a Mr. Morse taught in this academy; as also did John Y. Scammon, who married in Maine, went to Chicago as a lawyer, was at one time a millionaire, and in 1872 established the present great journal, the *Chicago Inter Ocean.* The late chief justice of Maine, J. G. DICKINSON, at a later day taught a grammar school in this building. Master Weston also taught there in 1818, and at the same time Miss Jacques had a female school in the second story of the building. Eventually this building, having outlived its usefulness as a school-room, was moved to the north side of Chestnut street, where it is now occupied for a dwelling. On the original lot of this memorable edifice a grammar school building has been erected, but placed north of the spot on which the ancient school-house stood.

The High Street Academy. — Among the land grants by the legislature of Massachusetts while this state was a District was a half township of land that fell by lot towards the building of a new Academy in Bath, and additional funds were raised by an associa-

tion. Consequently, in 1824, a brick building of two stories was undertaken and completed. The contractors were Samuel Evans, William Lemont, and Benjamin Davenport. The school was established in 1828. As high schools were unknown at that time, an institution in which the youth of Bath could acquire a higher education than could be obtained in the district schools, was demanded to fit them for business, for professions or for college. There was one school-room below and one above. JONAS BURNHAM was for several years principal of the boys' department, and among his successors, in 1855–6, was PROFESSOR MARTIN ANDERSON, who subsequently became president of Rochester University, New York. This author was a pupil under Jonas Burnham.

When the city adopted the graded system of schools in 1841 and a high school was established, an academy became no longer a necessity, and this building has since been utilized for city schools, for which purpose it was enlarged by an addition on the west end; in 1861, another western addition was added and formally dedicated in December of that year. In making the change, the city at first hired the building of the association, with the agreement that a school should be kept up in it that should be equal to the instruction that had been given in the academy, and to admit scholars from out of town on the same terms as had been the practice of the academy. The newly instituted High school was kept in the building until the completion of the High school edifice in 1861, since which time it has been occupied for primary schools.

The Female Department. — For many years a Miss Jacques was a notable educator in the higher branches of study for young ladies in Bath. Having previously taught private classes, elsewhere mentioned, this lady conducted a female seminary in the upper story of this building for several years.

When the High school was built, in 1861, the building committee were John Hayden, John Patten, and William Rice. The building is located on the west side of High street, opposite the Swedenborg church, and south of Green street; is of brick and three stories.

William P. Ledyard built a school-house on School street in 1820 for $450.00, which was at first used for private schools and afterward for town schools. Mary Ledyard taught there in both the private and public schools. The site for this school building was deeded for $24.00 by Edward Hall Page to William P. Ledyard and sixteen other prominent citizens. Of later years this building has been used as a tool house by the commissioner of streets.

The Graded Schools. — A full account of the public schools must necessarily be imperfect in this volume, from the circumstance that records pertaining to their institution and progress are virtually unobtainable. Dr. S. F. Dike, then superintendent, prepared a bound volume of the yearly reports of the schools for the Philadelphia Centennial Exposition of 1876. It was placed in the custody of the secretary of the state at Augusta, and the book was never returned. The loss is irreparable. Dr. Dike had also prepared a large written volume, comprising an account of the Bath Academy, and for security deposited it in a safe in a store on Front street in the care of a member of the school board, and that was also lost.

The young men pupils of the High school form a "Phi-Rho Society" for debate and other literary performances and publish a monthly paper taking the name of the *Phi-Rhonian*. For several years they organized themselves into a military company, and in the drill of military tactics often became proficient. During some of the school years they form a base-ball club, and at times indulge in professional contests.

The principals have been Burnham, Anderson, Woodbury, Wiggins, Dunton, Allen, Hughes, Cole.

The superintendents of the public schools have been S. F. Dike, D.D., twenty-four years; Edwin Reed, two years; Rev. Mr. Hart; J. C. Phillips, now in office.

In 1881, Dr. Dike resigned his office of superintendent, and the committee system was adopted in the interest of economy, three comprising the board. The committee divided their work. This system continued until 1891, when resort was had to the superin-

tendency plan, and Mr. J. C. Phillips of Framingham was called to fill the position at $1,400 annual compensation. In this plan a committee of two from each ward was elected as an advisory board with power to appoint the superintendents. Of this committee there was a woman elected from each ward.

Dr. Dike, before the board of aldermen, about in 1888, at a time when the subject of improving the city school was under consideration, said: — "In 1841 the graded system of schools was introduced into Bath. We were one of the first to introduce it in New England. It was an important step and a very decided one. I had been some years taking pupils at my study, and some were fitting for college. That fact, I think, led this city to put me on the school committee in 1847. At that time there were ten on the school board. We had a salary of $100 for managing the schools. Benjamin Randall was chosen to do the outside work, and I was chosen superintendent. I undertook the work with a will, and being a young man, I could work. There had been some complaints made that the former committee could not take time to visit the schools. Well, I went into the work of supervision of the schools, visiting every school-house and school-room twice every term during the year. I gave a good deal of time to the work. The more I labored, the more I became interested. The pay that I received was not large. It was $50 a year. I put in one hundred days visiting the schools, which made the pay about thirty-five cents a day for the work. I always held to the doctrine that if one accepted an office, he should attend to its duties. I worked faithfully and did see that there was an upward movement in the schools. You cannot bestow too much time in the interest of the schools and city. You may find that there is not much money got out of it. For five years I went on at the same rate of pay. Then a change was made, but matters did not run smoothly. Then they came to me to take it again; they asked me if I would go on again at $500 a year. From that time I was connected with the schools till about ten years ago. Then they began to cut down salaries. While other cities in the state were paying their supervisor $1,500 a year — Augusta paid that sum — Bath was

paying but a small salary. Augusta had a man who was educated and fitted for the work. We have had good schools. Good teachers have gone from Bath."

Center Street School-house. — At the time when John Turner had a brick-yard where is now the railroad track, immediately south of Center street, to which point the water flowed up from the river, he built a brick school-house that stood on the south side of Center street, the second building from High street. In this his married daughter, Mrs. Cotton, taught a private school. Subsequently the building was rented for the use of one of the public schools, with Mrs. Cotton, teacher. This building was purchased by the town in 1837 for the central district school. The building was taken down when J. W. Hayes erected his present dwelling upon its site.

There are sixteen public schools, divided into three grades, of which eleven are primary, four grammar, and a High school. In the High school pupils are prepared for college.

In 1893, scholars of the city schools prepared specimens of their compositions and other studies which were sent to the Columbian Exposition at Chicago.

In the fall of 1892, the teaching of VOCAL MUSIC was resumed in the public schools and has proved a success.

Private Schools. — In the *Maine Gazette* of 1821 are found some advertisements of the teaching of private classes: —

March 8, 1821. "Mrs. Ames opens a school for youths at her dwelling on High street."

May 9. "A young man opens a school at the Academy, and admits gratis two boys and one girl unable to pay the tuition of thirty cents a week; also, will attend two evenings in the week to instruct apprentices and young hired men in the elementary branches gratuitously."

"Mrs. Eaton's school for young misses at her dwelling-house on High street. $2.00 to $2.25 quarterly."

"Private school. F. Nealy over Dr. Welds' store," 1821.

GRADUATES OF THE HIGH SCHOOL.

1844. — George H. Elsworth, Edward Randall, George L. Richardson, John H. Rogers, George Stinson.

1845. — No graduates.

1846. — No graduates.

1847. — Julia C. Mitchell, Anna B. Randall, Anna E. J. Rodbird, Julia M. Tallman.

1848. — Albert W. Smith, Nancy M. Gove, Marcia E. Stockbridge, Ella C. Tallman, Mary E. Weeks.

1849. — Mary E. Robbins, Hannah C. Rogers.

1850. — William L. Putnam, Henry W. Swanton.

1851. — Emeline S. Bright, Emily F. Mitchell.

1852. — Charles O. Bryant, Galen C. Moses.

1853. — Thomas T. Moses, Edwin Reed, John W. Weeks, Jane Randall, Adelia Wadsworth.

1854. — Frank Sewall, Edward B. Nealley, Nancy E. Anderson, H. Anna Putman, Victoria Reed.

1855. — S. Theresa Moses, M. Ella Patten, Jane H. Shaw, Harriet S. Moses, Eliza D. Fisher, Anna K. Swanton.

1856. — Allen C. Cobb, Horatio A. Duncan, Thomas W. Hyde, Augustus M. Oliver, Moses Owen, Josephine Huston, Syrene B. Hughes, Mary A. Lewis, Susan N. Philbrook, H. Augusta Rogers, Susan T. Trevett.

1857. — Charles H. Robinson, Walter S. Swanton, Addie L. Crocker, Mary C. Foley, C. Maria Morse, Harriet Norris, Fannie Snipe.

1858. — Frederick Cobb, Samuel Donnell, E. R. Drake, George A. Wadsworth, William R. Woodside, Nancy J. Brown, Maria P. Eaton, Eliza A. Lemont, Lizzie F. Nichols, Fannie E. S. Shaw,

Frederickene S. Swanton, Lizzie D. Trufant, Jane R. Sheldon, Medora E. Roberts.

1859. — Emeline R. Brooks, Sarah E. Eaton, Jane A. Fisher, Ellen S. Haley, Hannah A. Hatch, Annie E. Hayden, Susan M. Knight, Abbie A. Morse, Alice W. Sewall, R. Alonzo Friend.

1860. — Sanford O. Frye, Charles E. Gibbs, Charles H. Greenleaf, Edward H. Morse, Julia A. Fuller, Mary F. Marr, Ellen M. Moses, Annie E. Moses, Fannie E. Moses, Annie M. Parker, Sarah J. Purington, Mary S. Small, M. Augusta Swanton.

1861. — George T. Eaton, J. Elsworth Fullerton, W. H. Keene, William H. Oliver, A. H. Snow, Charles E. Sprague, Henry Russell, Annie G. Desilva, Bessie Dike, Priscilla B. Drake, Fannie A. Dunham, Rachel S. Farnham, Lydia N. Fogg, Margie R. Kimball, Lydia N. Linscott, Nettie P. Nealley, Emma F. Nutter, Lizzie S. Oliver, Ella A. Parker, Mary E. Roberts, Mary H. Small.

1862. — Julia L. Baker, Mary E. Campbell, Susie A. Crocker, Eliza B. Cutler, Mary H. Deering, Sarah M. Drake, Emma J. Eaton, Eliza J. Kelly, Clara Manson, Anna Putnam, Octavia M. Putnam, Emma F. Robinson, Sarah J. Legeberg, C. S. Walker, Cora E. Rouse, Thomas B. Child.

1863. — S. Isaac Curtis, George P. Davenport, C. Rodney Donnell, A. Bradford Farnham, George Place, William J. Rouse, Orlando Sheldon, Frank T. Stinson, Kate Blethen, Addie Boynton, Maria F. Higgins, Clara E. Kimball, J. McLellan, Maria Page, May Sparks, Maria E. Upton, Fred Upton, E. Winslow.

1864. — Henry Gannett, Isadore H. Boynton, Martha F. Perkins, Clara E. Sanford.

1865. — Arden W. Coombs, James Dike, Henry T. Eaton, John L. Ramsey, Georgiana Brown, Ellen M. Dinsmore, Ella M. Everett, Flora E. Hawthorn, Margaret T. Kelley, Eliza N. Percy, Georgie Purrington, Ann M. Robinson, Lizzie C. Sewall, L. Josephine Swanton, Ora F. Weeks.

1866. — Charles W. Taylor, M. Fannie Drummond, Clara M. Frost, Sarah A. Hunt, Louisa M. Lee, E. Maria Small, Sarah S. Small, S. Lizzie Wall.

1867. — William H. Davenport, Frank E. Duncan, James C. Gannett, John L. Harris, William E. Hogan, Walter F. Marston, Clara A. Hawthorne, Lilla M. Hill, May F. Huston, Carrie H. Kendall, Ella A. Libby, Abbie L. Rogers, May C. Shaw.

1868. — John M. Cushing, William L. Cushing, William P. Hill, Abbie T. Auld, Laura A. Ballard, Nettie M. Delano, Mattie F. Gannett, Margie J. Gilbert, Julie M. Simpson, George E. Hughes.

1869. — Charles L. White, Equality; Julia A. Brown, Mysteries of Nature; Lillian W. Dunton, "There is no night so dark but morning doth appear"; Fannie D. Totman, Music; May Fisher, Little Things; Alice H. Morse, The Voyage of Life; Wealthy C. Moses, Thoughts; Hattie E. Palmer, "Lang Syne"; William G. Reed, Human Inventions; Lillie E. Tucker, The Idols of America; Mary Payne, Over the Sea; Ida H. Hawks, Voices that Speak to me; Abbie F. Mitchell, "And this shall be the reward: the ideal shall be, to thee, the real"; Kate S. Gannett, Class History; Clara L. Preble, Class Prophecy; Frank W. Hawthorne, Valedictory.

1870. — Henry Wilson Chandler, Levi Houghton Kimball, Joseph McCobb Trott, Mary Ann Abbott, Lena Tyler Berry, Attie Annie Curtis, Mae Francina Davis, Anna Hay Everett, Helen Caroline Foster, Clara Elizabeth Hodgkins, Jennie Thomas Hodgkins, Kate Woodward Huston, Ada Manson, Marcia Elizabeth Payne, Ella Lowe Turner.

1871. — George Croswell Cressey, Samuel Dayton Cushing, William Payne Gannett, Fred Allison Greenleaf, Henry McLellan Harding, Byron Brooks Moulton, William Drummond Page, William Bartlett Palmer, William Edgar Rice, Henry Rose, Augustus Clarke Sprague, Louise Helen Abbott, Sarah Storer Coombs, Mary Croswell Cressey, Mary Elizabeth Harding, Georgette Somers Hall, Hattie Ella Hayes, Viola Greenleaf Hogan, Jennie Rodbird Morse, Annie Maria Snow, Elizabeth Flora Tucker.

1872. — John Winthrop Fiske, John Howard Payne, Allura Emma Bibber, Martha Jane Brown, Frances Almira Delano, Anna Dike, Mary Ella Harrington, Carrie Trull Hastings, Mary Delia Hodgkins, Fannie Margaret Simpson.

1873. — Edward Henry Oliver, Steam as a Motor; Ernestine Houghton, "Do Noble Things, not Dream Them"; Clara Adelaide Libby, Evening Musings; Charles Wyman Morse, National Purity; Ada Rebecca Sawyer, Silent Influences; Elizabeth M. Payne, All Things are Beautiful; Ella Carrie Haggett, Love of Fame; Charles Henry Mallett, Music; Annie Louisa Withington, Moonlight to the Prisoner; Mary Agnes Frazier, Wonders of the Universe; Arvesta Sophia Hill, Our Life Work; Fred Bosworth Percy, Perseverance; Clara A. Libby, Class History; Elizabeth M. Payne, Class Prophecy.

1874. — Charles Davenport Clarke, James Gardner Dunning, Edward Huvey, Edward Watts Larrabee, Frederic Thomas Simpson, Clara Augusta Abbott, Nellie Blair, Mary Ann Burke, Allie Estelle Clarke, Eliza Philbrook Cushing, Mary Louisa Harding, Frances Sarah Harrington, Annie Catherine Manion, Elizabeth Jane Owen, Mary Bella Page, Hortense Charlotte Patten, Margaret Robinson Welch.

1875. — Mary J. Baker, Isabel B. Cromwell, Harriet S. Jenks, Marcia B. Jenks, Alice N. Magoun, Lizzie R. Moses, Anna M. R. Palmer, Annie L. Palmer, Nellie Purington, Abbie T. Rairden, Alice M. Skilling, Alice G. Swett, Alice C. Watson, Charles B. Torrey.

1876. — Isabel Annie Harrington, Accomplishments; Samuel Swanton Sewall, Free High Schools; Lelia Owen Foye, A Fair Chance; John Swanton Jameson, Centennial; Hannah Emma Magoun, Extravagant Expressions; Lucy Grant Rogers, Manners of 1776; George Otis Mitchell, "Lives of great men all remind us we may make our lives sublime"; Hannah Emma Magoun, Class History; George Otis Mitchell, Class Prophecy.

1877. — John Dike, Salutatory; Annie Florence Foye, Dare to be what you are; Hattie Elizabeth Brown, The Purest Pearl Lies Deepest; Mary Patten Stinson, Creation Full of Active Life; Alice Maude Colburn, Noble Deeds; William Moses Brown, Our Mother State; Edward McAuliffe, Napoleon Bonaparte; Emma Pedrick Moses, Nature and Art; Mary Emma Snell, Music; Julia Augusta Watson, Michael Angelo; George Herman Patten, Singleness of Purpose; Mary Abbie Wiggin, A Visionary Journey; Benjamin

Tupper Newman, Talent and Genius; George Francis Manson, Importance of Historical Knowledge; Jennie Sheldon Walston, Influences of Home; Katharine West Tallman, Freedom of Thought and Action; Edward Everett Briry, The Past Century; Emma Jane Winslow, The first stroke is half the battle; Annie Melville Hanscom, "The Marble stands waiting"; Arthur Glenwood Staples, Great Ideas; Ralph Samuel Baker, America the Birthplace of Great Men; Mary Caroline Simpson, Ancient and Modern Chivalry; Flora Crafts, Not Dreaming but Working; Frostena Elizabeth Marston, Ambitious Men; Edmund Sylvester Wellington, "As a man thinketh so is he"; Caroline Mitchell Ring, Class History; George Francis Manson, Class Prophecy; Samuel Ford Blair, Valedictory.

1878. — Frederick Henry Eames, A Benefactor; Lizzie Low, "What is it all when all is done"; Clara Sewall Morse, The Seven Wonders; Angelina Frances Rich, Mary, Queen of Scots; Sarah Lambard Lincoln, The Deceit of Appearances; Harold Marsh Sewall, The Spectre of the Commune; Clara Ellen Jackson, Night brings out the Stars; Annie Goss Riggs, "This one thing I do"; Hattie Annie Morrison, Unwritten History; George Parker Richardson, *Vivere est Agere;* Oscar Trufant Sewall, Progress in Crime; Mary Elizabeth Upton, Popular Shams; Lizzie Emma Marr, True Courage; Annie Baker Patten, Halloween; Georgie Anna Brown, Love of Praise; Frank Edward Page, Magna Charta; Alice Kendall Robbins, Progress of the Age; Flora Belle Blair, Class History; Mary Jane Davis, Class Prophecy.

1879. — Allan Stacey Duncan, Salutatory; Winnie Brown Campbell, Man does not live for himself alone; Alice Mary Hunt, Life is what we make it; Helen Marr Eaton, Vanity of Fame; Charlotte Blake Minott, Love of the Beautiful; Helen Gertrude Harris, Honor; Samuel Stinson Gannett, The Future Government of Europe; Annie Emma Cox, True Greatness; Emma Adelle Nichols, Abuses of the Power of Thought; Lizzie Maria Allen, Results of Small Undertakings; Nellie Amanda Gowell, Motives to Intellectual Culture; Charles Alvah Corliss, Free Thought; Ruth Mary Tabor, Thaddeus of Warsaw; Ada Lizzie Brown, Goethe; Philena Sprague Rich, Music; Ernest Francis Kelley, King Alfred to the Saxons;

Emily Harris Ring, Through Difficulties to the Stars; William Henry Allen Shaw, Jr., Henry Wilson; Harriet Esther Strout, Gems of Thought; Evelyn Wheelock Hawks, Trial by Ordeal; Charles Granville Lemont, Love of Distinction; Cora Ada M'Kay, Home; Ella Florence Eames, Education — a means or an end; Zina Hyde Blair, Jr., Rise and Fall of the English Drama; Josephine White Dunton, Christmas; Sarah Asenath Sawyer, "They say"; Miriam Worcester Dike, Class History; Annie Barker Torrey, Class Prophecy; Edwin Ames Preble, Valedictory.

1880. — Frederic Humphreys Kimball, Salutatory; Helen Lennox Campbell, Hobbies; Margaret Clifford Eaton, The Secret of Success; Annie Blanche Harris, Ramblings; Abbie Josephine Eibell, Character and Reputation; Mary Sewall Ropes, Wisdom the Result of Experience; Edward Percy Bosworth, Prophecies of America; Ella Jane Douglass, Heraldry; Annie Etta Frazier, Courage; Charles William Fisher, Odds and Ends; Nellie Kinley Grinnell, Hindrances; Annie Torrey, Advertisements; Harry Grant DeSilva, The Sciences; Nellie Cora Greenwood, "Much Study is a Weariness of the Flesh"; Emma Jane Harris, On the Threshold; Fannie Perkins Hodgkins, Chivalry; William Rogers Kimball, Rise of the Saracens; Clara Ellen Packard, Public and Private Life; George Francheville Lincoln, Progress of Crime; Della Tibbetts, The End not Yet; Ella Gertrude Soule, As we Sow we Reap; Nellie Jane Watson, Public Libraries; Harriet Jordan Coombs, First Impressions; Frederick Preston Allen, The Course of the Empire; Mary Grace Clark, Divorce of Josephine; Flora Della Collins, Self-Made Men; Ellen Susan Donnell, "A Man's a Man for a' that"; Mattie Alice Allen, "Much Ado about Nothing"; Robert Louis Manson, Fifty Years of the Drama; Charles Cobb Low, The Will, the Way; Rosa Harvey Douglas, "Don't give up the Ship"; Amy Louise Hawthorne, Charles Dickens; Bertha Louise Hawthorne, Language the Medium of Thought; Cassie Reed, Boys; May Patten Welch, Commonplace; Cornelius Sumner Tarbox, Prejudice; Ida Jane Totman, What Next; Fannie Amelia Pendexter, Class History; Robert Louis Manson, Class Prophecy; James Otis Lincoln, Valedictory.

1881. — William Morse Eames, Latin Salutatory; Alice Mehitabel Hogan, Silent Influences; Lena Blendell Ham, The Value of Time; George Delano Hughes, Emigration; Annie Rogers Lord, Early Impressions; George Andrew Blair, Crossing of the Rubicon; Nannie Fogg McDonald, Noble Deeds; Aylmer Lawrence Rogers, Liberty and Law; Henry Albert Magoun, Electricity; Millie Mary Bradbury, Trifles; William Bevier Mussenden, Enterprise; Christiana Scott Snow, *Rieu pas Morities;* Stella Abbie Purington, Translations from the Æneid; Clara Parker Riggs, Fanaticism; Freeman Lincoln Hogan, Reflections on War; Fanny Rachel Grassy, The Companionship of Books; Reuben French Sawyer, Government; Charles Elbridge Cushing, Troas; Mary Stover Patten, William the Silent; McKendree Harris, Idols and Idolatry; John McKinstrey Kimball, Great Ideas; Nellie Carter, Character and Characteristic Men; Flora Adelia Cushing, Beauty; William Pope Nealley, Progress of Invention; Clara Ida Emmons, Wood Ramblings; Sydney Johnson Meeker, American Tonnage; Mary Andrus Watson, Class History; Alice Libby Farrar, Class Prophecy; Marshall Hagar Purington, Valedictory.

1882. — Fred Norris Sewall, Salutatory; Georgietta Farrar, Superstitions; Annie Leighton Soule, Civilization; Ella DeShon Stinson, Cheerfulness; Gertrude Hannah Frank, The Art of Music; James Henry McLellan, Electricity and its Uses; Arthur Sewall Percy, Vices of our Country; Nannie Bonn Coombs, Happiness; Annie Augusta Davenport, Beauties of Nature; Lulie Elizabeth Mooers, Perseverance; Mary Ellen Briry, Woman: her Position and Influence; Harry Banks Sawyer, Emulation; John Larrabee Purington, Our Navy in the Revolution; Emma Leona Oliver, Sympathetic Imitations; Minnie Sarah Preble, By the Fireside; Lillie Clapp Moses, Appearances are Deceitful; Rosa Fowles Jackson, Lost Opportunities; Walter Emery Chase, Our Country; Fred Norris Sewall, Treason of Benedict Arnold; Richard Wolston, Ireland; Nellie May Chadbourne, Pride; Ella May Paine, "Let there be Light"; Carrie Margaret Percy, Man's Master Motives; Clara Eastman Pendexter, Æstheticism; Augustus Arnold Percy, Daniel Webster; Thomas Worcester Dike, Liberty of Thought; Ruby

Rogers Fisher, Education; Thomas Edward Connolly, Earth's Benefactors; Mary Louise Lincoln, To-day; John Alden Morse, DeLong and his Fate; Margaret Harlowe Harrington, Class History; Lottie Nell Swett, Class Prophecy; Frank Sumner Tarbox, Valedictory.

1883. — Henry Ward Howard, Salutatory; Addie Victoria Sadler, Poetry; Carrie Tucker Hagget, Influence; Helen Augusta Harris, Angelica Kaufman; Florence Isabelle Turner, Expectations; Herbert Lincoln Nichols, New England's Heroes; Nellie Tukey Campbell, Extremes; Laura Belle Palmer, Air Castles; Kate May Hawthorne, Luck; Mabel Fletcher, "*Noblesse Oblige*"; George Frederic Moulton, Daniel Webster; Lillius Barrows Humphreys, Cultivation of the Memory; Mary Ellis Pray, Motives; Jennie Stewart Foster, "Count that day lost whose low, descending sun views from thy hand no worthy action done"; Mary A. B. Blaisdell, The Ways of the World; Jesse Bailey, Education; Henrianna Campbell, Girls; Florence Maria Jordan, Going Out into the World; Alice Edgecombe Rogers, Peter Cooper; Annie May Chapman, Success and Failure; Ida May McDonald, Life is What we Make it; William Wentworth Robinson, Character; Carrie Reed Page, Heights Beyond; Margaret Jane Melcher, Power of Music; Susan Arabella Allen, Books; Henry Wentworth Kimball, Value of Time; Albert Alfred Reed, Ireland; Harriet Magoun Watson, Class History; Flora Miranda McDonald, Class Prophecy; William Rice Ballou, Valedictory.

1884. — John Franklin Briry, Salutatory; Lucy Harriman Riggs, "Room at the Top"; Lena Frances Spinney, Society; Mary Augusta Silsby, Spare Moments; Alice Harriet Jackson, Pleasures of the Imagination; Edward Brooks Marston, Napoleon Bonaparte; Agnes Whitmore Humphreys, Summer Resorts; Emma Haines Deering, Improvements; Lucy Ellen Sewall, Ruins; Sarah Edgarton Cutler, Richard III.; Frank Albion Small, Lord Bacon; Charles Frederick Hughes, Philosophy; Kittie Kezia Patten, My Picture Gallery; Clara Ellen Tibbetts, Ambition; Mary Elinor Robertson, Intellectual Character; Grace Zuella Soiett, Hypocrisy; James Lawrence McQuarrie, The Age of Elizabeth; Lida Slater Coombs, Home; Carrie Helen Varney, Earth's Benefactors; Alice Lowell Upton, Rainy

Days; Mary Milnes Moulton, Echo; Frederick Charles Cox, Patriots of America; Frank Snowman Luce, "Be True to Thyself"; Etta Tucker McNeil, Time; Alice May Douglas, Life in the Country; Angie May Dunton, Beyond the Alps lies our Italy; George Herbert Weeks, Opportunity; Carrie Helen Parks, Class History; Nellie Gibbs, Class Prophecy; Charles Monroe Lincoln, Valedictory.

1885. — Arthur Sewall Bosworth, Salutatory; May Frances Field, Woman's Work; Georgia Louise Drake, Photographs; Roswell Sherman Harris, General Grant; Alice May Cobb, Elements of Success; Abbie Fullerton Carter, Mothers; Langdon Trufant Snipe, The Ideal; Carrie Melville Moses, Our Saxon Ancestors; Andrew Tarbox Lowell, Journalism; Aline Bliss Colton, Crooked Sticks; Mary Jane Klippel, Fashion; Oliver Moses, John Brown; Jennie Mendora Purington, Our Life; Lewis Blackmer Swett, Our Tariff Laws; Grace Marian Akers, Commonplace Victories; Emma Gertrude Small, Tramps; Frank Edward Donnell, The Assassination of Rulers; Mary Louise Klippel, Wants and Wishes; David Thomas Percy, Jr., Progress of Civilization; Steadman Fisher, Causes of our Civil War; Harriet Louise Whitmore, Popular Songs; Fred Walter Getchell, The Inventions of the Nineteenth Century; Jennie Delia Cushing, The Fates; Nehemiah Harnden Campbell, Napoleon Bonaparte; Charlotte Buck Stinson, Unknown Heroes; Nellie Parker Stinson, Keats; John Robert Weeks, Silent Influences; Frank Lightbody, William of Orange; Ruth Pierce Tarbox, Class History; Lillian Emma Ryder, Class Prophecy; John Sedgewick Hyde, Valedictory.

1886. — Angus Martin McDonald, Salutatory; Margaret Jane Adams, Microscopic Wonders; Wilford Waldron Dennett, The American Indian; Harriet Lee Purington, Reading; Clare Adela Varney, Rome Was Not Built in a Day; Grace Cornelia Baker, Mary, Queen of Scots; Lizzie Merryman Stover, The Formation of Character; Fred. Chester Coombs, Relation of Capital to Labor; Myra West Spear, Charlotte Corday; Daniel Thomas Dougherty, Accidents; Maude Ellenora Emery, The Ancestral Home; Fred. Worcester Swanton, The Telephone; Sarah Augusta Minott, American Humorists; Frank Walter Deloche, Dr. Salem Town; Mary

Pelham Hill, Delusions, a poem; J. Edward Hugees, Early Arctic Explorations; Maude Abbie Hanscom, The Rise of the Opera; John Theodore Purrington, Lessons from Monuments; Edith Maude Chase, What's in a Name; Silas Hyde Duncan, The Telescope; Fred Dayton Hill, What Next; Clara Louisa Lord, Class History; Hortense Gilman Emmons, Class Prophecy; Frank Emory Dennett, Valedictory.

1887. — Bernard Andrew Bailey, Salutatory; Alice Gertrude Blasland, Friendship; Annie May Harris, Living in Earnest; Sarah Angeline Adams, The Power of Music; Rosa Helen Brown, One Great Lesson; Mabel Cora Mayo, We Can if we Think we Can; Martha Allen Foote, Small Beginnings — Large Results; Fred Payne Shaw, The Economy of Time; Ruth Ella Moulton, Unpainted Pictures; Lizzie Lemont Hamm, Day Dreams; Madge Lillian Reed, The Influence of Woman; Mary Ella Pratt, By the Road of By and By One Arrives at the House of Never; Orraville St. Clair Swain, A High Aim; Vilera Ann Sutton, Etiquette; Angie Estella Hunter, Boys; Carrie Belle Hodgkins, Old Maids; Blanche Mabel Dockendorff, Memory's Wild Wood; Sarah Jane Hitchcock, Visions of Ambition; Emma Frances Hooper, Home; Grace Leone Bartlett, A Bright Face; Arletta Lindsey Spinney, The Mystic Number Seven; Lizzie Mabel Fogg, Class History; Jennie Day Moulton, Class Prophecy; Hubert Houghton McCarty, Valedictory.

1888. — Edward Clarence Purington, Salutatory; Margaret Julia McPhail, Affectation; Frank Bowen Torrey, Jr., President Cleveland's Administration; Kate Dupuy Mussenden, The Narcissus; Fred Joseph Huse, The Frozen North; May Abbie Spinney, The Last of the Saxon Kings; Louise Hortense Lowell, Louise May Alcott; William Perow, The First Century of our Republic; Henrietta Belle Palmer, Duty; Charles Frederic Magoun, Progressive Journalism; Mabel Susan Cobb, The Puritans; Benjamin Herbert Woodside, William of Germany; Lillian Johnson Welch, The Comic Side; Belle Marion Shaw, Character Building; Charles Henry Cahill, Two American Traits of Character; Joan Merritt Hamm, Firelight Fancies; Edwin Henry Lowell, The Development of the Printing Press; Clara Belle McDonald, Greek Mythology; Ella

Mae Work, A Human Garden; Hortense Fogg, Curiosity; Lois Julia Palmer, Novels and Novel Reading; Edna Maud Hunt, Scenes from the Life of Christ; Martha Josephine Hodgkins, One View of Life; Donald McPhail, The World's Heroes; Mary Warren Ballou, Class History; Annie Palmer Fisher, Class Prophecy; Arthur Eugene Harris, Valedictory.

1889. — Fred Emerson Hooper, Salutatory; Lizzie Brown Hodgkins, Occupations of Women of the Present Time; Mary Imogene McCurdy, Oliver Goldsmith; Winifred Hunt Bruce, Stepping Stones; John Crosby Gilmore, A Lesson from History; Cleora Bell Jackson, Words of Kindness; Edith Morse Potter, June; Alice Maria McDonald, The History of a Noble Work; Nettie Blanche Hunter, Indirect Influence; Nellie Florence Douglas, Spun from Facts; William Story Briry, John Ericsson; Henrietta Bancroft Taylor, Flower Legends; Affie Ellen Jordan, Dreams and Dreamers; Evelyn Sherwood Eagle, The Development of Women; Frank John Dougherty, Seven Centuries of Oppression; Ann Eliza Dodge, Life Without an Aim; Katherine Louise Conley, The Power of a Great Example; James Edward Drake, Good Luck and Bad Luck; Jennie May Whitmore, Belief in Signs; Jennie Delano Hughes, Umbrellas; Sadie Myrtilla Clark, Lady Jane Grey; Lectina Dunning, Beacon Lights; Arthur James Dunton, The United States in 1789 and 1889; Annie Mortimer Thayer, National Hymns; Lucie Frances Higgins, The Romance of the Hudson; Byron Fuller Barker, The Study of the Ancient Classics; Flora May Randall, A Story of a Famine; Jennie Frances Gould, True Politeness; Mary Read Nichols, The Penalties of Eminence; Eben Jordan Marston, Charles Sumner; Clara Augusta Adams, The Ocean; Lida Helen Tarbox, Class History; Gertrude Clifford Greenleaf, Class Prophecy; Harry Clark Webber, Valedictory.

1890. — John Ernest Quimby, Salutatory; Elinor Frances Hunt, Our State; Lillian Grace Wescott, Woman's Influence; Mattie Aurelia Montgomery, Madame Roland; Jennie Williams, Lessons from the Rocks; Amy Reed Morse, Unintended Influence; Ernest Linwood Stinson, The American Navy; Emma Victoria Matson, Recollections; Hattie Maria Brown, The Magnetism of Words;

Katherine Theresa Malden, July; Herbert Langdon Spinney, The Demands of the Age; Mary Norcross Gilmore, Living for Something; Cynthia Grafton Worth, A Leaf from Memory's Tablet; Llewellyn Drew Rogers, A National Hero; Mary Augusta Blasland, Knots; Fannie May Moulton, All Right; John Parks Chase, Henry M. Stanley; Maud Carleton Worth, My Bouquet of Life; Margaret Florence Farrell, Self Praise; Lillian Augusta Soiett, Old Letters; Fred Fuller Blaisdell, India; Christena Hanson, "She hath done what she could"; Annie Turner McDonald, Class History; Jessie Christine Carter, Class Prophecy; Henry Francis Palmer, Valedictory.

1891. — Arthur Henry Brown, Salutatory; Alice May Lilly, The Early Homes of New England; Olivia Alberteen Kennerson, The Nebular Hypothesis; Edna Alberta Savage, Our National Flag; Bessie Clapp Dunning, The Stage; Grace Louise Coombs, The Jewish People, Past and Present; Arthur Caseley Passmore, Popularity; Isabelle Edgcombe Carter, Virgil and his Poetry; Clara May Coombs, Eva Drummond Mitchell, The Territory of Alaska; Mary Helen Shaughnessy, Westminster Abbey; Hattie Gertrude Tarbox, 'Twixt Scylla and Charybdis; John Camp Swanton, Reciprocity; Sarah Almy Smith, Sketches from the Lives of the Great Composers; Livia Harrison Foye, Roumania's Poet Queen; Harriet Crommett Ledyard, The Story of Portia; Sarah Regenia Dunbar, A Bunch of Wild Flowers; Jennie Storer Harvey, Madame DeStael; Mary Florence Merrill, Women's Work in the Civil War; Lily Sawyer Pray, The Golden Calf; Alice Eugenia Greenleaf, Class History; Frances Warren Morse, Class Prophecy; Arthur Harvey Stetson, Valedictory.

1892. — Robert Fred Dyer, Salutatory; Milton Herbert Douglass, Essay, The Columbian Exposition; Charles Dearborn McDonald, Declamation, The First Predicted Eclipse, Gen. O. M. Mitchell; Edith Langdon Palmer, Reading, Herve Riel, Robert Browning; Mary Louise Dodge, Essay, The Mississippi and the Nile; Grace Thompson Humphreys, Reading, from the French, *Des Djinns*, Victor Hugo; Herbert Fayne Harris, Essay, William Ewart Gladstone; Belle Dunning Williams, Essay, Women as Educators; Harry

William Dunton, Declamation, The Crisis at Waterloo, Victor Hugo; William Sanford Shorey, Essay, The Immigration Problem; Mildred Clara Palmer, Reading, The Death of Charles IX., Maud Moore; Percy Elmer Barbour, Class Oration, Maine's Great Men; Lillian May Bryant, Class History; Hattie Ellen Reed, Class Prophecy; Henry Wilson Owen, Jr., Valedictory.

1893. — Charles Day Moulton, Salutatory; Florence Ella Donnell, Essay, A Visit to Starland; Grace Duncan, Essay, The Secret of Genius; William Garvie McPhail, Declamation, Reply to Walpole, Chatham; Alice Gertrude Shorey, French Composition, *Histoire d' une Sonnette d' Ecole;* Aramede Lemont Lowell, Essay, Twilight; Carlotta Blair McDonough, Reading, King Robert of Sicily, Longfellow; Ida Maria Dunning, Essay, Life in Colonial Times; Nellie Maria Ward, Essay, "Learn to Labor and to Wait"; Adelbert Wesley Bailey, Address to the Soldiers, Latin Version from the Greek of Xenophon; Katherine Fulton Patten, Essay, Oliver Goldsmith; Ella Sarah Cameron, Essay, An Ideal Life; Alice Mayo Morse, Reading, Scotland's Maiden Martyr, Anon.; Martha Ella Hooper, Essay, Amusements; Mabel Florence Lewis, Essay, The Elements of Success; John Hinckley Morse, Class Oration, Notoriety not Fame; Ellen Ridley Turner, Class History; Nellie Pomeroy Clark, Class Prophecy; Fred Elmer Taylor, Oration, The Columbian Year, with Valedictory.

The full names of some of those who have been principals of the High school are: J. L. Newton, Jonas Burnham, J. T. Huston, Albert B. Wiggin, Galen Allen, A. G. Ham, L. Dutton, George E. Hughes, H. E. Cole. The city records do not give the full names of other principals. Some omissions of titles of themes of graduates have been occasioned for want of records of them.

LIBRARIES.

The first library known to have existed in Bath was a small "circulating library" that was kept in a case or closet in the apothecary store of Dr. Nathaniel Weld on Center street. Tradition carries the date back to 1826, with the probability that books were kept there prior to that time. In the collection were all the volumes of the old English Encyclopedia. Books were loaned to be retained three weeks. It is not known what became of this library.

In 1836 the MECHANIC ASSOCIATION established a library, the members contributing books from their own collections or by purchase.

Henry Hyde kept a "circulating library" in his bookstore on Front, head of Center street, on the corner immediately opposite Lincoln Bank.

Ammi R. White also kept a library for the loan of books in his store on the west side of Front street, where now is the Granite block. The books were chiefly those of fiction. Mr. White kept dry goods at the north side of his store and books and stationery at the south side.

Later, Thomas H. Knight kept a book and stationery store in Bank block, in which he had a circulating library comprising some one thousand volumes. When he closed out his business the library ceased to exist and the books became scattered.

The Patten Library Association. — A paper was signed Oct. 9, 1847, by one hundred and thirty-two leading citizens, headed by George F. Patten and John Patten, agreeing to become subscribers to a "joint stock library." The subscribers met at the office of Dr. Israel Putnam on Nov. 8, 1847. Dr. Putnam presided and E. S. J. Nealley was elected secretary, which office he held until 1876; C. B. Lemont succeeded to the office until his removal from the city, since which time James S. Lowell has been secretary. John Patten,

Amos Nourse, C. S. Jenks, Reuben Sawyer, Gershom Hyde, and M. F. Gannett were appointed a committee of organization. The subscriptions amounted to $470.00. The institution was named the Patten Library Association, of which George F. Patten was chosen president, which office he held until 1857; Caleb S. Jenks was president to 1862; Amos Nourse to 1865; S. F. Dike to 1870; Israel Putnam to 1876; E. S. J. Nealley to 1882; John Patten to 1887; Galen C. Moses to date, 1893. The library was located in a room on a second story on Front street, west side, over the "archway"; the room owned by W. V. and O. Moses. On Aug. 6, 1852, the secretary of the association received the following letter:—

"Having purchased the library, cases, maps, and globes which were the property of Gen. King, we present the same to the Patten Library Association of Bath, on the condition that the same revert to the donors should the association ever be dissolved, and on the further condition that a suitable room be procured for the whole library. G. F. and J. PATTEN."

This donation was accepted by the association with suitable thanks. It had been purchased at auction sale for $300.00 The KING LIBRARY was large and well selected for his time. The greater number of the books are such as a public man and statesman to be well informed would need, containing as they do the proceedings of Congress and the Massachusetts and Maine legislatures. There are many volumes of standard literary works, although he was not a man of culture. There are some works that have been long out of print and of rare merit. The books are all substantially bound and in a good state of preservation. It is an excellent collection of books for reference in certain classes of works.

The legal ORGANIZATION OF THE ASSOCIATION was effected at a meeting on Nov. 16, 1852. The available funds of the association were realized by annual assessments, varying from one to two dollars, together with the amounts received from loans of books at $2.50 a year to those not proprietors, and the life membership fees of $25.00 without annual assessments.

At a meeting on Nov. 21, 1857, it was voted to request the presi-

dent, George F. Patten, to furnish a bust of himself to place in the library room in recognition of his having been "one of the principal founders of the association and for a series of years its presiding officer and liberal patron." But there is no record to show that a favorable response had been made to this proposition.

The Center Street Room. — On May 6, 1879, John Patten executed to the association a deed of trust of a house and lot on Center street, to be occupied for library purposes, with the provision that the property shall be transferred to the city of Bath "whenever said city shall institute a public library and appropriate funds for its support" to be not less than three hundred dollars annually. This trust was accepted by the association May 14, 1879. The association commenced occupancy of the building early in January, 1880, which was continued until the books were moved into the new Public Library Building in the winter of 1890–1891.

During the last year of the life of JOHN PATTEN he expressed a purpose to give a fee simple title to the association of this library property, but he died before the writings were executed. Subsequently, his heirs, JOHN O. PATTEN and CLARA PATTEN GOODWIN, conveyed to the association the premises in accordance with the design of their grandfather. The association holds the property for revenue by rentals.

The Patten Free Library.

At a special meeting of the association, Feb. 21, 1837, G. C. Moses delivered to the association a deed of a GIFT of ten thousand dollars "for the purpose of establishing, maintaining, and increasing a free library in Bath for the use of its citizens," and providing "that the name of the association be changed to PATTEN FREE LIBRARY," and to utilize this fund it was necessary to secure a suitable building. For a site the "Torrey property," on the south-east corner of Summer and Front streets, was selected. This was purchased at a cost of $3,500, which sum was raised by subscription. The grading cost $1,000, which was also obtained by subscription.

At the solicitation of Mr. Moses, GEORGE E. HARDING, a native of Bath and architect at New York, drew a plan of the building,

PATTEN FREE LIBRARY, BUILT 1890.

the work of which, worth several hundred dollars, he donated to the object. The details of the erection of the building were solely under the direction of Mr. Moses, who paid all the bills, amounting to a much larger sum than originally given by him for the purpose. The edifice is a model in style of architecture, interior arrangement, and finish, and is an ornament to the city. Mr. Moses set apart a room in the library building for the gratuitous use of the Sagadahoc Historical Society, which was finished and fitted in the elegant style of the rest of the structure.

The city government appropriated aid to the library to the extent of fifty cents' assessment as a poll tax yearly. The association voted $500 for the purchase of new books in 1890, and by the efforts of Dr. R. D. Bibber $700 were raised for the same purpose by subscription among citizens of the city. In the fall of 1892, $1,500 were raised for the library by a Kirmess entertainment. MRS. EDWARD K. HARDING made a gift to the building of an oil painting of George Washington by Stuart, that had been the property of WILLIAM KING.

At a meeting of the association in the reading room in the new library building, on Dec. 29, 1890, G. C. Moses, the president of the association, handed over to Mayor Charles E. Patten the transfer of the building to the city of Bath. The books in the old library building were removed to the new building and a new catalogue made. On Jan. 1, 1891, the LIBRARY WAS OPENED to the citizens of Bath with a librarian and assistant librarian in charge, the rooms to be kept open every afternoon and evening of week days. There is a large and well lighted reading room, which is equipped with maps, charts, periodicals, and bound volumes of newspapers.

The MEMBERSHIP of the library association is limited to one hundred and fifteen, and on Jan. 1, 1891, it consisted of one hundred and thirteen. In January, 1892, the election of officers resulted as follows: Galen C. Moses, President; James S. Lowell, Secretary; M. D. Newman, Librarian; H. Emmons, Assistant Librarian; John G. Richardson, Superintendent of Library. Charles E. Hyde was elected a trustee for seven years. Dr. R. D. Bibber, Mrs. G. E. R.

Patten, and Mrs. C. W. Larrabee were chosen a committee to act with the trustees for raising funds for books the ensuing year.

Ex-Mayor Charles E. Patten presented to the association a $1,000 bond as the nucleus of a permanent fund, the income to be used exclusively for the purchase of reading matter. President G. C. Moses promised to give an additional amount, provided the fund could be increased to $5,000. Ex-Mayor Patten then started a subscription list for purchase of books for the ensuing year, giving $20.00. He was followed by George E. Hughes, Ernest F. Kelley, John G. Richardson, Charles E. Hyde, F. H. Twitchell, John O. Shaw, and Joseph W. Trott with subscriptions of $10.00 each. It was voted that the magazines, which it has heretofore been necessary to call for, be placed on the table in the reading room for easier access.

From the president's and treasurer's reports the following facts and figures are taken: The old library as moved contained 3,880 volumes. There have been added by gift 519, by purchase 772, making a present total of 5,171, an increase of nearly 33⅓ per cent. The city appropriation for maintaining the library was $1,250. Receipts from other sources have been: Sundry subscriptions collected, $753.85; bequest from Mrs. Charles Clapp, $200; gift by Charles E. Patten, $100; total, $1,053.85, from which has been expended for books $823.05, leaving unexpended $230.80. Received from non-residents, $3.00; from rent of building on Center street, $187.08; from fines and damages, $76.73; from sale of catalogues, $19.10. Total, $576.71. Balance city appropriation unexpended, $38.54. Received from city account, spring of 1892, $200. Total, $755.25 for books and running expenses until the next city appropriation shall be available.

For 1893, the old board of officers was re-elected. Miss Marion D. Newman resigned her position of librarian, and Miss Veturia Manson was appointed to the place, with Miss M. Foote, assistant.

The number of books composing the library is 7,956, of which 148 were donated in 1892; there has been a total issue of 2,138 cards since January, 1891; the average number of books taken out

daily is 98; the total receipts for 1892 were $2,536 and the surplus in the treasury, $1,978.

Other Libraries. — The Winter Street society has a pastor's library comprising 2,500 volumes, each of the churches has a Sunday-school library, and the High school has a library.

THE SOLDIERS' AND SAILORS' ORPHANS' HOME.

During the war of the rebellion, soldiers of the several military companies when enlisted for service were tendered pledges that their families should be taken care of. When the war was ended, these pledges were not forgotten, at least by the women of Bath. Consequently, this generous sentiment utilized in the movement, in the spring of 1866, to found a Soldiers' Orphans' Home. Lady members of the religious societies took the initiatory steps by holding a meeting, composed of two ladies from each society, at which they formed a "Soldiers' Orphans' Home Association." Interest in the undertaking became awakened and other towns joined in the movement. An efficient committee of ladies to obtain donations were eminently successful in their efforts, commencing with one thousand dollar donations from John Patten and J. Parker Morse, which was followed by others in smaller sums, some of which came from other portions of the state and in all amounted to $6,686.34. Up to and inclusive of the year 1868, there were twenty-seven men and women who became life members by the payment of twenty-five dollars; three hundred and twenty-one honorary members by the payment of one dollar, and two hundred and twenty-three became enrolled as members by the agreement to pay fifty cents annually.

At the LEGISLATURE OF 1866, application was made for an act incorporating the Home. This was granted Feb. 23, 1866, of which the following is the first two sections: "John Patten, George F. Patten, Charles Davenport, Oliver Moses, and J. P. Morse, their

associates, successors, and assigns, are hereby constituted a body politic and corporate, by the name of the Trustees of Bath Military and Naval Orphan Asylum, for the purpose of rearing and educating gratuitously, in the common branches of learning and ordinary industrial pursuits, the orphans and half orphans of officers and soldiers, seamen and marines, who have entered the service of the government from Maine during the war for the suppression of the rebellion, and have died in said service, or subsequently from wounds received or injuries or disease contracted while in said service; and shall have all the powers and be subject to all the duties and liabilities of like corporations in this state."

To make this enactment effective, the corporators were to raise twenty thousand dollars within two years; this accomplished, the governor was authorized to draw his warrant on the treasury of the state annually for six thousand dollars in favor of the corporation, and the money was raised as stipulated. THE HOME was opened Nov. 19, 1866.

At the legislature of 1870, an effort was made to obtain an increased appropriation for the institution, in which Mrs. Sampson took the lead. This lady took the orphans, then numbering fifteen, to Augusta and introduced them to the members of both houses by the Rev. A. F. Beard, pastor of the Central church. An act appropriating $15,000 to the Home was passed, the institution was taken in charge by the state, and the next year the same amount was appropriated. When it became under the state authorities, the governor appointed as trustees: John Patten, J. P. Morse, and T. W. Hyde of Bath and N. A. Farwell of Rockland; the association appointed Charles Davenport, Samuel F. Dike, E. S. J. Nealley. The lady managers then were appointed: Mrs. H. F. Gannett, Mrs. A. J. Fuller, Mrs. J. T. Howland, Mrs. S. F. Dike, Mrs. G. C. Goss, Mrs. T. G. Stockbridge, Mrs. James Bailey, Mrs. John O. Shaw, Mrs. J. T. Patten, Mrs. C. A. L. Sampson. Charles Davenport was appointed treasurer.

In December a FAIR was held from which was realized $2,000.

Having secured sufficient means to enable the association to establish the Home, a house for the purpose was rented on Walker

street at a low rent, yet of sufficient capacity to accommodate the few at first requiring admission. They were placed under the care of Miss Sarah Farnham. An efficient worker in the cause of the Home was Mrs. Sarah Sampson, who had been in Washington and Virginia at a time during the war, rendering assistance to sick and wounded soldiers. Her husband, Col. C. A. L. Sampson, was in the army from Bath. In a very few years the orphans of the Home had so greatly increased that a larger house became necessary.

The Present Building. — In 1870 a purchase for $10,000 was made of the spacious mansion corner of High and South streets that was built in 1800 by Samuel Davis. The building has since been enlarged to room one hundred children and modern conveniences added. The grounds are capacious, comprising six acres, well improved and attractive. Fire escapes were put on in 1865. It has the city water, lighted by gas and heated by steam.

By the will of HORATIO WARD of LONDON, who was formerly a citizen of this country, the Home received a legacy of $13,000, which has been placed on interest for the benefit of the institution. The legislature of the state makes an annual appropriation governed by the wants of the institution, averaging about eight thousand dollars. There are also occasional individual donations.

MRS. MAYHEW of Rockland became associated with Miss Farnham in the management of the children. These ladies were succeeded by MRS. PARTRIDGE, who became the matron Nov. 4, 1875. After many changes of those occupying this position, Mrs. A. Stetson entered upon the duties of the office in 1881, is still in charge of the Home, and according to the annual reports of the Board of Visitors the internal domestic management under Mrs. Stetson has been uniformly well nigh perfect.

Much attention is given by the matron to the instruction of the children in both vocal and instrumental music, in which some of the pupils become quite proficient. The institution has a fine piano, presented by the state Grand Army of the Republic.

The PRESIDENTS have been John Patten, elected in 1868; Nelson Dingley, Jr., in 1872; Nathan A. Farwell, in 1873; William E.

Payne, in 1874; J. T. Patten, in 1877; J. W. Spaulding, in 1878; F. B. Torrey, in 1880; William G. Haskell, in 1883; Charles B. Merrill in 1884; Seth T. Snipe, in 1889, 1890, 1891, 1892, 1893.

The SECRETARIES have been Thomas W. Hyde, to 1875; George E. Morse, to 1882; G. W. Preble, for 1882; W. H. Watson, since 1883.

TREASURERS; Charles Davenport, to 1872; Gershom H. Palmer, to 1875; Michael F. Gannett, to 1878; H. A. Duncan, to the present date.

CHIEF MANAGERS. Those who have had the chief management of the institution for many years are S. T. Snipe, W. H. Watson, David R. Wylie, H. A. Duncan, and J. G. Richardson who has supervision of the children's department.

Some of the children are indentured to the institution, while the parents of the others have a right to withdraw their children at any time. The children are received with great care and discrimination, none being admitted who would be a detriment to the discipline of the house.

The average cost of maintaining an inmate of the Home is about $115 annually. The average total expenditures of the institution differ according to the number of its occupants.

When MRS. STETSON became matron there were twenty-five children in the Home. In that year (1881) a new board of trustees was elected, and under its management the number increased within a year to eighty. There are more children there in the winter than in the summer, as needing more care in the inclement season. Since the present matron has been in charge the highest number in the Home at any one time was eighty; the smallest, twenty-one; the average, sixty-seven. For 1892 there were sixty-two children.

The evening of every NEW YEAR'S DAY is a festive one for the children. In the double parlors are evergreen trees loaded with presents for the little ones. These have been donated by the large dry goods firms of Boston, R. H. White & Co., Jordan & Marsh, MISS S. H. SNOW of Boston, and many generous merchants of

Bath. On the occasion of the distribution of these gifts, the doors of the Home are thrown wide open and the rooms become filled with an assemblage of the best people of the city and from out of town. They are entertained by recitations, music, and other pleasing performances by the children, often followed by brief remarks from distinguished gentlemen present.

All of the children regularly attend CHURCH and Sunday-school, to which they go attended by the matron and her assistants, appearing on the street neatly and appropriately dressed, walking in regular order and with perfect propriety. There are no more becomingly dressed children nor better behaved anywhere else. At no time are they allowed to play on the streets, but have ample grounds for recreation. Under such salutary discipline are they that no neighbor ever has cause to complain of them. They are well behaved everywhere. The boys are taught industry by helping in the work on the grounds and garden, and the girls in housework and sewing. By the generosity of railway and steamboat managers, they enjoy many excursions by land and water.

As this is eminently a Bath institution, nearly all the business and oversight of the Home are performed year after year by CITIZENS OF THIS CITY. In addition to this, the children are accorded the advantages and benefits in common with the children of citizens of all the city schools, and some of the children pass through all the school grades and graduate from the high school. Many of these children as scholars rank with the best in the regular reports of their instructors, and two of the girls have since graduated at colleges.

When the children become of suitable age, places are found for them among farmers and other ways, frequent applications being made by those desiring to adopt them. Care is taken that the disposition of the boys and girls in this particular be judicious, and the results are looked after with solicitude. In some instances the children, at the close of their terms in the institution, are returned to their parents.

Children who have graduated from the Home have in some cases

become ministers, teachers, book-keepers, civil engineers, machinists, ship-masters, farmers without number, and all sorts and grades of employment, there having been very few instances of any turning out bad.

In over one thousand children who have been inmates of the Home in thirteen years, there have been only three deaths, of which two were consumptives who had been admitted while such in order to keep them out of the poor-house.

Mr. J. Green Richardson took charge of the children twelve years since, has had the general management of this department and entire control of the reception and disposal of the children.

Gov. Henry B. Cleaves has publicly said that so well have the children of the Home turned out, that the state has been amply repaid for all the appropriations that it has made for the benefit of this well conducted institution.

THE OLD LADIES' HOME.

The subject of establishing a home for aged and worthy women in this city having interested leading gentlemen and ladies to a sufficient number, a largely attended meeting was held in the City Hall, April 8, 1875, which was presided over by Barnard C. Bailey. An earnest endeavor was inaugurated to take steps for the formation of a society for the purpose in view by the appointment of a committee to report at another meeting the advisability of the proposed undertaking, and of the form of organization if the decision should be to proceed.

At a meeting of this committee on the succeeding day, it was resolved to organize a society. Consequently a meeting was called for April 12th, which appointed a committee of twelve to take the necessary measures for the incorporation of a society. This committee held a meeting on the 17th, and by petition obtained from

Henry Tallman, a justice of the peace, a legal warrant, by virtue of which a general meeting was holden on May 5th; subsequently, a constitution was adopted as prepared by B. C. Bailey, J. W. Wakefield, and S. F. Dike, under which B. C. BAILEY was chosen President; Mrs. John S. Elliot, Vice-President; John Gregson, Secretary; Mrs. T. G. Stockbridge, Treasurer, and a Board of Managers.

A fund was immediately raised by voluntary DONATIONS, headed by JOHN PATTEN & SON with $3,000, and $1,000 each from RODNEY HYDE, THOMAS HARWARD, THOMAS M. REED, WILLIAM D. SEWALL, BARNARD C. BAILEY, FRANKLIN REED, OLIVER MOSES, WILLIAM V. MOSES, GOSS & SAWYER, JOHN H. KIMBALL, GALEN C. MOSES, JAMES F. PATTEN, and the addition of lesser sums resulted in a total of $19,122. Subsequently, John Patten made money donations to the amount of $5,000 and other very liberal contributions.

To commence operations the house on the north-east corner of High and Granite streets was leased and inmates admitted. The formal opening, however, did not take place until November 1st, when the house was filled with friends of the Home and dedicatory services were held.

The number of INMATES of the Home having INCREASED, and the funds of the society being sufficient to warrant the undertaking, the present Home on High street was purchased, and on Oct. 9, 1877, the house was dedicated by the presence of its friends, the offering of prayer, addresses, and quartette singing.

MRS. MARY J. LEDYARD of the city, having taken a lively interest in the welfare of the Home for a number of years, left by will an endowment fund in trust with the city government of $14,000, which yields a yearly income of $840. Mrs. Caleb S. Jenks, who also had constantly interested herself in promoting the success of the Home, donated by her will two thousand dollars for its benefit. There have been other liberal donations from various sources, including a considerable sum that has been realized by pound parties.

Inmates are admitted at the discretion of the board of managers, which comprise both ladies and gentlemen; the applicant must furnish her room, pay in cash one hundred dollars upon entrance,

and if she is possessed of any property it must be made over to authorities of the Home in fee simple. So far twenty-seven aged ladies have found a home in this institution. When a room becomes vacant a new occupant is immediately admitted. The aged ladies do not lose respectability on account of living in the Home.

From the date of the organization of the society B. C. Bailey was president until his death in 1876, since which time G. C. Moses has been the president; the secretaries have been John Gregson, Mrs. Michael F. Gannett, and Veturia Manson; treasurers, Mrs. T. G. Stockbridge, Charles Davenport, and Franklin Reed since 1877; auditors, S. D. Bailey, J. H. Kimball; the matrons, Mrs. L. A. Huston, Mrs. M. Stinson, Mrs. Henry Tallman, Mrs. F. P. Hogan.

The Home Edifice. — The house that is used for the Home is situated on a conspicuous and central site on High street; is of two large stories with out-buildings, and surrounded by extensive, well kept and handsomely adorned grounds. This is a favorite and favored institution of the benevolently inclined among the leaders of society, who take a constant and personal oversight of its welfare. This Home is notable for the longevity of those who have passed their later lives within its precincts, which affords worthy ladies truly a home. One lady lived to be over 101 years.

Public Beneficent Bequests.—Denny Kelley, a native of Ireland, found his way to Bath in his early life. The first three nights he spent in the place he slept under a board pile on Gove's wharf. Among the first jobs of work he obtained was hod carrier to masons who were at work on the building that is now occupied by the Twenty-five Cent Savings Bank. In time he purchased the same building, in which he kept a dry goods and carpet store, his wife assistant. They had no children, and when he died he left by will the sum of two thousand dollars in trust, the income to be used in aid of deserving poor of the city. The first trustee was Mr. E. S. J. Nealley, and he was succeeded by Mr. J. M. Hayes, now acting as such, who reports that this fund has been the means of doing a vast amount of good; the money is loaned to the city at six per cent. interest. Mrs. Caleb S. Jenks left in her will one thousand dollars, the

income to be used for the same purpose, and it was united with the Kelley fund, both together making one hundred and eighty dollars yearly to bless the poor, who in turn bless the generous donors and perpetuate their memories to all future time. In 1892, Mrs. L. M. Perkins, a native of Bath, living elsewhere after her marriage, bequeathed one thousand dollars in trust to this city, the income derived from it to be applied to the benefit of its poor. Mr. Rodney Hyde donated fifty dollars to the same purpose.

TEMPERANCE SOCIETIES.

At a period anterior to the early temperance reform which reached this city about the year of 1830, the use of liquors of all kinds as a beverage was universal, was considered generally to be a necessity, was kept in decanters on every sideboard to be set before every visitor of social importance, to neglect which would be a slight, was indispensable on the occasion of the installation of clergymen, at raisings, huskings, chopping bees, trainings, town meetings, furnished by candidates, dancing and social parties, on the dinner tables when guests were present, and at every formal or festive gathering. It was a legitimate article of trade, the stock of no store was complete without it; was brought as part of the cargo of every vessel arriving from a foreign port, on board of which the sailors were entitled to their twice daily allowance of "grog," while the cabin was supplied with cases of a choicer grade; workmen employed on shore must have the regular "eleven o'clock" and "four o'clock" drinks and "bitters" before breakfast when the day's work commenced, as was often, with the sun. The best profits in trade were made by the dealing in liquors, and men of the first class were in the business.

It was not until about the year of 1812 that thinking men of broad views and philanthropic impulses began to agitate the necessity of temperance reform in New England. In this movement

men of Massachusetts and Connecticut led, and the American Temperance Society was instituted Feb. 13, 1826. It met with serious opposition, not only from the lovers of liquor, but from its importers and dealers. It was upon this question that the celebrated Lyman Beecher came into conspicuous notice. He delivered a series of lectures upon the subject that were replete with logic and comprehensive eloquence. They became printed in pamphlet form and scattered gratuitously throughout the New England towns. This opened the eyes of the community.

Deacon Giles' Distillery. — About that time a great sensation connected with the incipient era of temperance reform had its origin in Salem. That sea-port was, at that day, an important one for trade with the West Indies, and large quantities of molasses were imported into the place Hence it was a good place for a distillery, and Mr. Giles, who was a deacon of an Orthodox church, established one. A minister of some distinction of the place, Dr. George B. Cheever, wrote and had published an exceedingly able and sarcastic communication in a leading newspaper of the town, in which he illustrated the iniquity of a deacon of a church operating "the worm of the still." It was headed "Enquire at Deacon Giles' Distillery." Its appearance created an intense excitement; as the subject was new and the story startling, the whole thing shook New England from center to circumference. The avaricious sanctimony of its owner and the picture which Dr. Cheever drew of the midnight fire that consumed the distillery building, in the midst of the ascending smoke of which the devil was seen carrying the writhing form of the miserable hypocrite away, were intensely sensational. For this he was prosecuted, tried, and imprisoned for thirty days in Salem jail; but it did as much for the cause of temperance as Uncle Tom's Cabin did to bring about the abolition of slavery.

The Bath Distillery. — In the age of the universal use of liquors, and when the large fleet of vessels in the West India trade brought to this port cargoes of molasses, a demand was created for it in the establishment of a distillery by Samuel Winter for making New England rum. It occupied the ground immediately south of the present gas house, in connection with which was the distillery

wharf. The business was run for many years with apparent profit until Mr. Winter indulged in an unfortunate speculation in molasses, in the fear of disaster from which operation he drowned himself one dark night off the end of this wharf. His distillery then suspended operations, the temperance reformers soon after bought the building, and this put an end in Bath to the distilling of molasses into rum.

Parson Ellingwood made the remark in his latter days that "on the occasion of his ordination the largest bill he had to pay was for liquor for the ministers' entertainment." This was in 1812. Ministers took it with noon luncheon on the Sabbath, and in some well known instances took it into the pulpit with them. With singular inconsistency the boys were not allowed to drink, and yet with potent examples before them and the opportunies to indulge, it is likewise singular that more of them did not become drunkards; and it is also a singular fact that neither those who retailed the tempting article nor their young clerks were often known to be even habitual drinkers. An old Bath paper of those days has this couplet:

"A man who saw his son quite handy
Toss off a glass of strong French brandy;
'Neddy,' cried he, 'Ah don't do so,
For liquor is our greatest foe.'
'But we are taught to love our foes,'
Quoth Ned, 'so father—here goes.'"

During the war of 1812, ship-loads of liquor were brought into Castine. Traders from Bath went there for the purchase of large quantities. The files of old newspapers display advertisements of all kinds of liquors, wholesale and retail, by merchants of the highest repute in Bath.

No two men in town swayed more influence in their days of activity than John W. Ellingwood and William King, and there were none who were more temperate in drinking, yet they were the most strenuous in not having wine and beer included in the list of prohibited beverages.

"Jan. 16, 1813. Retailers met at the Baptist Hall in the evening together with the 'Society for suppressing vice' and the 'Tything-

men.' Rev. Mr. Ellingwood, Rev. Mr. Jenks, and some other persons spoke considerably in favor of suppressing the use of ardent spirits. Mr. McLellan, Mr. Magoun, Mr. Crombie, and a few other retailers said a number of things" (*per* Zina Hyde).

At a subsequent meeting of the retailers a resolution was adopted "expressive of a disposition to afford their influence to prevent the intemperate use of ardent spirits, under a sense of the evils resulting therefrom."

Retailers. — In December, 1814, the Rev. Mr. Ellingwood and Zina Hyde united in efforts in behalf of the temperance cause, and in the diary of the latter he writes that they were strongly opposed by the retailers and their object misrepresented "as being warmly engaged to suppress the retailing of ardent spirits to be drank in shops," and this opposition "took effect among the most respectable part of the retailers." Major Hyde circulated a paper to be signed by young men, which had been drawn up by Mr. Ellingwood, to pledge themselves to aid in the suppression of the vice of drinking, but obtained no signatures.

"Jan. 23. Attended an adjourned meeting of the retailers, at which a number of resolutions expressing a disposition to afford their influence to prevent the intemperate use of ardent spirits were adopted, and Miss S. Bowman and myself requested to furnish each retailer in town with a copy of the resolutions" (*per* Zina Hyde).

The foreign imports of liquor into this collection district for the year 1820 were 93,222 gallons of rum, 22,376 gallons of wine, besides a quantity of brandy.

Samuel Winter advertises July 13, 1821, at his store in Bath, fifty hhds. St. Johns Rum, superior quality; five hhds. St. Croix Rum, superior quality; twenty hhds. Windward Island Rum, superior quality; four hhds. New England Rum, superior quality; five pipes Cognac (Outard) Brandy; five pipes Pico Madeira Wine, in one-half and one-quarter pipes; eight and one-quarter pipes Wine; five casks Angelica Cordial; forty hhds. St. Johns Rum; Holland and American Gin. There were other similar advertisements in the old Bath papers.

First Reform Movement. — The reform movement developed slowly into the formation of temperance societies. To sign a pledge was a great bugbear to the conservative element, while the intemperate declared it was "signing away their liberties." Yet the reform moved on. Dealers of the better class let their stocks run out and did not replenish. Treating either at the counter or at the house became less common, and few of the religious class but felt compelled to ignore it as a beverage. The first temperance society formed in Bath was in 1816, at a meeting held in the old "Erudition" school-house on Meeting-house Hill. Not all of those who took a prominent part in its proceedings were total abstinence men. The man who presided was a temperate drinker.

Wine at the Communion Table. — In the broad light of temperance reform, the consistency of using wine at communions by the churches in this city was a serious question. Discussions were endless, resulting in the use of unfermented juice of the grape by some churches, while others adopted the use of raisin water or some harmless substitute.

The First Washingtonian Society was formed in Baltimore in about 1840, and was composed of reformed drunkards only. The idea took astonishingly and spread rapidly. The movement reached Bath in about a year, when a society was formed in 1841 and styled the Washingtonian Teetotal Society. The prominent leader in the movement was Joseph Hayes. Being a ready talker, he was employed by the state Washingtonian Society at Portland for state lecturer in 1841, and he traveled throughout the state, awakening interest in the new cause. He was widely known as Father Hayes. In Bath rousing meetings were held every night for many months, at which reformed drunkards would relate their experiences to great effect. The enthusiasm thus aroused was contagious. The Washingtonian idea "applied to reformed drunkards only — none others need apply."

Newer and younger drinkers came into the movement, and a reorganization of the society took place. The officers were Samuel

Crowell, President; J. H. Nichols, Vice-President; John P. Flint, Recording Secretary; Edward C. Allen, Corresponding Secretary; William S. Pettingill, Treasurer.

The society resolved: "That the person who drinks rum, gin, brandy, whiskey, wine, or even cider or beer in any quantities, drinks too much and we will do all in our power to persuade those who partake not to make use of it as a drink any longer."

Article first of the constitution was, "Any person may become a member of this society who has been in the habit of drinking any intoxicating spirit since the first of November last by signing the pledge." Article tenth, "No person shall be allowed at the regular meetings of this society who has not drank liquors since November last."

The signers numbered 158. Among the number were Jesse Duston, James H. Nichols, Samuel C. Bovey, Henry E. Jenks, Benjamin Fogg, Stephen B. Penny, Eben Colson, John W. Todd, William Hodgdon, Joseph Hayes, Stephen C. Sawyer, Jesse Totman, F. A. Newcomb, Peter Knight, David Owen, George Barton, Abner McFadden, Washburn Calden, Nathaniel Longley, Joshua P. Lemont, John Parshley, 2d, Albert Parshley, John Foote, James R. Hinkley, Stephen Crooker, Samuel Anderson, Nathaniel Jennings, Samuel G. Stinson, Samuel Parker, George Vaughn, Warren Mains, David W. Standish, John E. Brown, Stephen T. Berry, James Wakefield, John B. Trull, Levi Chadbourne, Johnson Rideout, Joseph Rideout, Isaac Crocker, Farnham Cole.

Martha Washington Society. — The Washingtonian movement was supplemented by Martha Washington Societies, composed chiefly at first of the wives and women relatives of the Washingtonians. It accomplished much good. The Washingtonian Total Abstinence Society held their first anniversary May 12, 1843 or 1844. James H. Nichols was president. The Martha Washingtons, Young Men's Temperance Society, and the Father Mathew Total Abstinence Society and a large line of citizens with a band from Brunswick made up the largest procession ever in Bath before that time.

In the days of the Sons of Temperance, Bath Division, No. 7, and Long Reach Division, No. 9 (upwards of fifty years ago), all classes of people were interested, and these two lodges had a united membership of nearly a thousand, with a strong and healthy influence upon society. Now there are but 175 identified with the two Good Templar lodges, the only temperance societies now in Bath.

There were those who were truly reformed and became not only good citizens but members of churches, of which some of them became deacons, while others held responsible public offices and brought up sons now an honor to the city.

An Old-Time Raising. — An old-time citizen said: "At the first barn ever raised in Bath without liquor I was there. It was the talk for days ahead. The owner had announced his determination not to have any liquor. 'He can't raise it,' said nearly everybody, and crowds gathered to see if he could. Some of the old topers felt as though it was the life or death of a traditional principle. They had been used to rum at raisings from time immemorial. I was a boy then and was full of interest. Over a hundred men stood around that day—hands in pockets and wouldn't lift. They used to pin the whole side of the barn together then and lift it at once—different, you see, from to-day. I helped lift. Some of the women folks lifted. The old topers jeered and laughed, but we raised the barn and it stands."

The Maine Law. — Finally the Maine law became enacted, and to make it inoperative there were ways invented to circumvent it, especially by small retailers, who would term the drink some milder beverage. The "striped pig" was a humorous term for illegal drinks. It originated with a circus traveling through the state, one of whose side shows had up the sign of a striped pig on exhibition inside the tent, but what turned out to be liquor dealt out free to those who had paid the admission fee. For years the illicit traffic in drinks of liquor was termed "seeing the STRIPED PIG." Then came the era of the sale of "PATENT BITTERS," composed chiefly of ardent spirits and an infusion of harmless roots and herbs, and

used by those who had difficulty in obtaining anything else to satisfy their cravings for stimulants.

Prohibitory Law. — When the statutes enacting total "prohibition" became operative, the majority of the people of Bath cheerfully acquiesced, and when a vote on constitutional prohibition was placed before the people of the state, Bath went strongly with the majority in favor of the proposition, and sporadic efforts have yearly been made by the city authorities to enforce the law against the liquor traffic.

CENTENNIAL.

The one hundredth anniversary of Bath's first town meeting occurred on March 19, 1881. A large number of citizens were enrolled on the committee of arrangements and a gratifying success attended all the exercises. Many former residents returned for the celebration, while numerous letters of regret testified to the interest felt in the town of their birth by those unable to attend. The president and vice-presidents on this occasion were, President, Hon. John Patten, Ex-Mayor; Vice-Presidents, Hon. Freeman H. Morse, Ex-Mayor; Hon. William Rice, Ex-Mayor; Hon. John Hayden, Ex-Mayor; Hon. James T. Patten, Ex-Mayor; Hon. S. D. Bailey, Ex-Mayor; Hon. J. D. Robinson, Ex-Mayor; Hon. Edwin Reed, Ex-Mayor; Hon. John G. Richardson, Ex-Mayor.

The morning of Bath's centennial anniversary opened with a serene sky and a balmy atmosphere. Prompt as the sun came to the horizon, the bells in all the steeples raised their voices, announcing to the people that to-day they enter upon a new century of corporate existence.

Wesley church, where the exercises were held, was beautifully decorated with bunting, and on the walls were hung handsome banners with the following names of mark in town history: Hinckley, Johnson, Lambert, Robinson, Higgins, Mitchell, Crooker, Swanton, Lemont, Turner, Sewall, Trufant, Patten, Hyde, Donnell,

Philbrook, Houghton, Richardson, Coombs, Lowell, Magoun, Rogers, Standish, Cushing, Ledyard, Lombard, Williams, Peterson, Purington.

Miss Sadie Duncan, assisted by Miss Jennie R. Morse, opened the exercises by an organ voluntary which was very finely rendered.

The following gentlemen were on the platform: Hon. John Patten, President of the day; Hon. T. W. Hyde, Mayor; Rev. Henry O. Thayer, of Woolwich, Historian; F. W. Hawthorne, Poet; J. O. Fiske, D.D.; Reverends H. J. White, J. Pottle, and Wm. R. Richards; Joseph G. Torrey, of Boston, the first printer in Bath; Ex-Mayors John Hayden, Samuel D. Bailey, James D. Robinson, John G. Richardson; Charles Davenport, G. C. Goss, Jason Sewall; E. B. Nealley, of Bangor, Orator; Col. Lewis B. Smith, of Portland; B. F. Tallman, of Richmond; Edward E. Hyde, City Treasurer.

A large number of old citizens were in the church, among them Isaiah Crooker, Robinson Fogg, L. P. Lemont, M. F. Gannett, Capt. Isaac Trott, L. W. Houghton, and Thomas Eaton.

The choir, under the leadership of Zina H. Trufant, sang the anthem, "To Thee, O Country," Miss Jennie R. Morse presiding at the organ.

Mayor T. W. Hyde in well chosen remarks bade the audience welcome, and Rev. J. O. Fiske offered prayer, which was very appropriate to the occasion and in the most beautiful language; many were the hearts that were touched by its patriotic and Christian spirit.

The reading of the act of incorporation was followed with music by Andrews' Orchestra of Bangor.

The Rev. H. O. Thayer then delivered a very able and interesting historical address, touching briefly on the chief points of the city's history.

The singing of Old Hundred was a marked feature of the occaison, filling, as it did, every part of the church with its grand inspiration.

The oration by Hon. E. B. Nealley was delivered in a most eloquent manner, and was replete with the highest and most ennobling

sentiments of a local and national character, expressed in terse and flowing periods.

F. W. Hawthorne's poem fully merited the close attention given to its well delivered lines.

After the closing hymn to the tune of America by the choir, orchestra, and audience, and benediction by Rev. Mr. Pottle, the immense audience slowly wended its way homeward, the booming of cannon and the ringing of bells blending in a national salute.

Evening Gathering. — An audience of five thousand people thronged the Patten Car Works in the evening. Mayor Hyde presided. The speaking was varied by occasional music by Andrews' Orchestra and the reading of letters from former residents who could not attend. The letters from Capt. C. C. Duncan, President George F. Magoun, and Rev. Philemon R. Russell were listened to with much interest, as was also that of Jonas Burnham, eighty years of age, the oldest surviving school-master who had taught school in Bath.

Hon. Henry Tallman gave some interesting recollections of other days which were listened to with deep interest.

Col. Lewis B. Smith, of Portland, was the next speaker, and made remarks expressive of his deep regard for Bath, and closed with words of Tiny Tim, "God bless you, God bless me, God bless all and everybody."

Other speeches followed by Gen. Joseph S. Smith, of Bangor; Silas Stearns Low, of Bangor; Major H. A. Shorey, of the *Bridgton News;* Capt. Guy C. Goss, representative of Bath in the legislature; Hon. Wm. L. Putnam, Ex-Mayor of Portland, and Rev. S. F. Dike.

The Ball. — At a meeting of the Commandery held in February, the whole affair of the ball was placed in the hands of a committee of gentlemen, consisting of Sir Knights Charles A. Coombs, Joseph M. Hayes, Charles H. Greenleaf, John O. Shaw, John W. Ballou, William C. Duncan, William D. Mussenden, and David O. Foye, who had complete charge of the arrangements, and to whom the credit should be given for the pronounced success of the evening's ball.

The car factory was the only building the committee could secure that would be large enough to accommodate the immense gathering they had every reason to expect, as invitations to the number of two thousand had been sent throughout the state, over seven hundred of this number having been used in Bath. Invitations had been sent to Governor Harris M. Plaisted and to other distinguished gentlemen. The different Commanderies of the state were invited collectively. They number thirteen as follows, and delegations from nearly all were present: Maine Commandery, Gardiner; Portland Commandery, Portland; Saint Johns Commandery, Bangor; Bradford Commandery, Saco; Dunlap Commandery, Bath; Lewiston Commandery, Lewiston; Trinity Commandery, Augusta; Saint Alban Commandery, Portland; Claremont Commandery, Rockland; DeMolay Commandery, Skowhegan; Saint Bernard Commandery, Eastport; Saint Omer Commandery, Waterville; Blanquefort Commandery, Portland.

The opening march was a beautiful spectacle and was participated in by two hundred and fifty couples, the Commandery and visiting Knights appearing in full Knight Templar regalia. At its close, the Commandery, leaving their ladies, gathered in the center of the hall, where a magnificent double silk banner with a heavy border of gold bullion fringe was presented to them by some leading citizens. F. B. Torrey presented the banner with well chosen remarks. Joseph M. Hayes, Eminent Commander, accepted the gift in behalf of the Commandery.

Through all the broad space, wherever the eye turned, it was one bewildering, dazzling maze of feminine beauty. To describe in detail each rich costume would be to paint every color in a forest of tropical birds. They were lovely and attractive.

This notable celebration was inaugurated by the Sagadahoc Historical Society, in which its president, Mr. Albert G. Page, took the leading part, attending to all the details that ensured success to the timely undertaking, which was worthy of the great ship-building city.

THE MYSTIC ORDERS.

MASONIC.

Solar Lodge. — On the tenth day of September, 1804, the Grand Lodge of Massachusetts granted authority to William King, Andrew Greenwood, Tileston Cushing, William Ledyard, William Allen, Arthur Wales, David Stinson, Joseph Torrey, Benjamin Swanton and Samuel Adams to open a Lodge of Free and Accepted Masons, under the title of Solar Lodge of Bath, to commence Dec. 10, 1804. The first meeting under the charter was held in Winship Hall, at which time the lodge was organized by electing WILLIAM KING, Worshipful Master, and the necessary corps of officers.

The first officers of the lodge were not installed until the lodge was consecrated, Sept. 26, 1805. The Lincoln Lodge of Wiscasset was invited to attend on the occasion. Besides the installing officers of the Grand Lodge, one hundred members of the order were present and marched in procession to the North meeting-house, where the Reverend Brother John Turner of Biddeford delivered an address, and the consecration and installation ceremony was performed, followed with an address by the Grand Master, Woodbury Storer.

On the retirement of William King as Worshipful Master at the close of his term of one year, a Worthy Past Master's jewel was presented to him by the lodge. The membership at the end of the first year was thirty-two.

In December, 1824, it was "Voted that the lodge dispense with the use of distilled spirits at all times, and wines except on festival evenings, for the year ensuing."

The Past Masters now living are: David R. Wylie, Joseph M. Hayes, Henry W. Rugg, Larkin Dunton, Horatio A. Duncan, James B. Wescott, A. R. Cahill, Turner McCarty, John H. Stantial, John R. Knowlton, Walter G. Webber, Oscar F. Williams, William H. Hartwell, George Ed. Litchfield, Fred W. Rideout, Bant Hanson, Albert A. Robinson, Seth T. Snipe.

At an early day the Masonic order was about the only mystic society in this section of the country. There existed much prejudice against Masonry and secret societies in general. Many good people thought they saw no good but possible evil in them — or "why should such secrecy be observed"? Consequently, while the Morgan excitement prevailed, Masonry became unpopular. Lodges hardly dared to meet, and the order went down to a low ebb. In the meantime Odd Fellowship came into favor and flourished. This was stimulating to Free Masons, who revived the working of the order, and gradually its meetings became well attended and its former prestige established. During all the years of the depressed state of the order there were some of the Bath brethren who held fast to their Masonic integrity. Prominently among those were William King and John Elliot. Solar Lodge now has 300 members.

The Montgomery Royal Arch Chapter.—In accordance with a dispensation granted by the Grand Royal Arch Chapter of Massachusetts, a meeting was convened in Bath on Dec. 27, 1819, on which occasion James McLellan, David Stinson, Peter H. Green, Robert P. Dunlap and six other "Companions" were present and were organized into a chapter, of which Robert P. Dunlap was made High Priest, James McLellan, Royal Arch Captain; and the other necessary officers chosen, forming the Montgomery Royal Arch Chapter, No. 2.

In 1845, the chapter began holding its convocations alternate years in Bath and Brunswick, and so continued until April 4, 1860, when it became permanently located in Bath. In 1863, the Brunswick members formed the St. Paul's Chapter in Brunswick and transferred their membership accordingly, yet Robert P. Dunlap always retained his membership in the Bath chapter.

Those who have held the office of High Priest in Montgomery Chapter now living in Bath are: Andrew J. Fuller, John O. Shaw, Joseph M. Hayes, John W. Ballou, E. M. Fuller.

St. Bernard Royal Arch Chapter, No. 23, was constituted May 23, 1876, with John W. Ballou, High Priest; Larkin Dunton, King; Joseph M. Hayes, Scribe. This chapter was the most prosperous

and flourishing Masonic body in the city for three years, and having accomplished its object it consolidated with the mother chapter, May 6, 1879, under the style and name of Montgomery and St. Bernard Chapter, No. 2.

Montgomery and St. Bernard Royal Arch Chapter, No. 2, was constituted May 6, 1879, by the consolidation of Montgomery Chapter, No. 2, and St. Bernard Chapter, No. 23, with Horatio A. Duncan, High Priest. The Past High Priests are H. A. Duncan, W. Scott Shorey, David R. Wylie, John W. Ballou, Hiram Welch, Charles A. Coombs, Turner McCarty, Oscar F. Williams, Walter S. Russell, Charles W. Clifford.

Dunlap Commandery, No. 5, Knights Templars, was chartered May 3, 1864. Past Eminent Commanders are David Owen, Charles H. McLellan, John W. Ballou, H. A. Duncan, John O. Shaw, Hiram Welch, Joseph M. Hayes, Edwin M. Fuller, William D. Mussenden, George H. Clark, William B. Palmer, George L. Thompson.

Polar Star Lodge. — This lodge was founded by those who were identified with the Bath Solar Lodge, among whom were Andrew J. Fuller, David Owen, John H. McLellan, and David T. Stinson, charter members, and there were ten others. The lodge was organized March 7, 1863, with A. J. Fuller, Worshipful Master, and was constituted May 8, 1863. The Masters have been Andrew J. Fuller, John W. Ballou, Charles W. Larrabee, Charles H. McLellan, Hiram A. Turner, Timothy B. Curtis, William C. Duncan, Edwin M. Fuller, Charles W. Arras, Walter S. Russell, William B. Palmer, William H. Swett, Augustus C. Sprague, George H. Clark. This lodge has 221 names on its roll of membership.

Other Orders. — Independent Order of Odd Fellows, Lincoln Lodge, chartered August 1, 1844, reorganized later; Sagadahoc Encampment; Canton King; Queen Esther Daughters of Rebecca. Independent Order of Good Templars, Popham Lodge; Bath Lodge; Juvenile Lodge; Good Cheer Lodge; White Cross Lodge. Knights of Labor. Royal Arcaneum, William King Lodge. Knights of Pythias, Acadia Lodge, organized 1876; Patten Lodge; Bath Division, Uniform Rank. A. O. F., Sagadahoc Lodge.

American Brotherhood of Steamboat Pilots, Sasanoa Lodge. United Order of the Golden Cross, Katahdin Commandery. Improved Order of Red Men, organized March 26, 1889.

ASSOCIATIONS.

Bath Loan and Building Association; Sagadahoc Club; Sagadahoc Association for Protection of Fish and Game; Sedgwick Post of Grand Army of the Republic; Sedgwick Relief Corps; Sagadahoc Gun Club; Woman's Christian Temperance Union; Philharmonic Orchestra; Bath Rowing Club; The Young Woman's Temperance Union, styling themselves the Y's; Young People's Society of Christian Endeavor; Missionary and Charitable Society; William King Council of Law and Order League; The Bees, a charitable association of young women; Olympian Club, for debate by young men; The King's Daughters; King's Sons.

Young Men's Christian Association. — The association was organized Jan. 4, 1889, and held its first religious service the 4th of the following February. An excellent suite of eleven rooms was opened to the young men June 17th of the same year. Galen C. Moses was its first president and W. J. Chadbourne its first general secretary. Its board of directors includes some of the most prominent and successful business men in the city. The membership of the organization numbered, Nov. 1, 1890, 260 young men.

Evening educational classes, sociables, entertainments, lectures, and Bible classes have been among the attractions and privileges offered young men. The boarding-house register, correspondence desk, and the department of visitation of the sick are important factors in the work.

During the year ending May, 1892, the applications for employment were 40; directed to employment, 26; destitute young men assisted, 13. Forty young men's meetings were held during

the year with a total attendance of 2,236; average attendance, 56. Ten young men professed conversion; some of whom joined the churches. Several sick young men were called on and assisted in various ways.

The rooms are open daily and evenings as a quiet resort, where there are papers and periodicals for gratuitous use.

This association is now (1893) engaged in erecting at the southwest corner of Summer and Front streets a large building for its uses; the lower story to be rented for business purposes.

THE SAGADAHOC HISTORICAL SOCIETY.

In view of the fact that the region of country of which the Lower Kennebec is the center is rich in historical lore, it was believed by some of the citizens of Bath having a taste for historical matters that an effort should be made to gather up and preserve facts of local history, and to collect and preserve relics of the past while yet in existence. To accomplish these purposes, a meeting of persons interested in antiquarian research was held in the common council room, Oct. 5, 1877, and consisted of Edwin Reed, then mayor of the city, C. A. Packard, George Prince, Samuel F. Dike, George A. Preble, Joseph M. Hayes, Elisha Upton, John G. Richardson, Harold M. Sewall, Levi P. Lemont, A. G. Page, R. D. Bibber, Chapin Weston, J. L. Douglas. Of this meeting Edwin Reed was chairman and Elisha Upton, secretary. It was decided to organize a historical society, and a committee, consisting of J. G. Richardson, Elisha Upton, Edwin Reed, J. M. Hayes, and George Prince, was appointed to prepare a constitution and by-laws.

A second meeting was held on December 4, 1877, at which the society was organized under the title of the Sagadahoc Historical Society, with Edwin Reed, president, and Charles A. Packard, vice-president. For the year 1878, the board of officers were re-elected. At the annual meeting of 1879, the same officers were again chosen and R. D. Bibber was elected treasurer, which office he held till 1890. In 1880, C. A. Packard became president and A. G. Page, vice-president, and the other officers were re-elected

for 1881. In 1882, Albert G. Page became president and James D. Robinson, vice-president, and were re-elected each succeeding year until 1887, when Parker M. Reed was elected president and J. D. Robinson, vice-president, who were re-elected the two succeeding years. In 1889, Parker M. Reed was again chosen president and John G. Richardson, vice-president. In 1890, R. D. Bibber was elected president, J. G. Richardson, vice-president, and W. W. Robinson, treasurer, all of whom were re-elected in 1891 and 1892, with the exception of George E. Newman, vice-president. For 1893 the former officers were re-elected. J. L. Douglas has been secretary since the existance of the society.

During the presidency of Mr. Page and by his efforts, a course of lectures was held one winter with success, and at various times other single historical lectures have been given by historians from neighboring towns. At the meetings of the society many papers have been read by its members, treating of local historical events and of prominent men of early times.

Since 1883 annual Field-day excursions have been taken by the society and its friends. For the first year, under the auspices of President Page, a small steamer was chartered for the day, and a select party of forty ladies and gentlemen enjoyed a day's outing at Arrowsic, the site of ancient "New Town," where the party visited the spot where stood the old Georgetown meeting-house and the ancient cemeteries, and then proceeded to Fort Popham.

On the Field-day of 1884, a crowded steamer took the historical party to Sheepscot River, making a landing at the Edgecomb block-house of 1809.

In 1885, the Maine Historical Society united with the Sagadahoc Society and went on steamer to Stage Island and Popham.

In 1886, the society with friends took a carriage ride to Cape Small Point, where members were the invited guests of M. B. Spinney at the Spinney Cottage Hotel. A paper on the history of ancient Augusta by P. M. Reed was read by his son, A. A. Reed, followed by brief addresses from A. G. Tenney and H. O. Thayer; the remains of the fort of ancient Augusta, of 1716, at the Harbor, and other historical points, were visited.

In 1887, the steam yacht Juno, owned by Mr. Amory M. Houghton, was placed at the service of the society by the courtesy of Mr. John R. Houghton for a trip to the Upper Kennebec, when the old Pownalborough court-house of 1761 and site of Fort Shirley were visited, proving to be points of much historical interest.

In 1888, the excursion was to the "Pot holes" at Riggsville, Boothbay Harbor, and the Inner Heron Island, by a large party invited by a committee of ladies of the society.

On the Field-day of 1889, the Pejepscot Historical Society of Brunswick came over by the cars and joined the Sagadahoc Society in a visit to Pemaquid, as was the case in 1893.

Parlor Meetings. — In the winter of 1888, a series of meetings were held at residences of members of the society, termed parlor meetings, under the auspices of the president, and papers on local historical subjects were read. These meetings were kept up the following winter with success.

Ladies were admitted to membership by a constitutional amendment in 1888, and many joined the society.

The Society's New Room. — The meetings of the society had been held in the common council room in the City Hall up to 1891; the papers and relics belonging to the society having been kept in a chest in the basement of the custom-house for safety. Members had long believed it important to have a suitable room of their own. Accordingly, when plans were drawn for a Public Library Building, a successful effort was made by the president of the society — Parker M. Reed — to secure a room in the building for the society's occupancy, by the courtesy of Mr. Galen C. Moses, the donor and builder of the library edifice. A room in the second story of ample capacity was assigned to this purpose, which the generosity of Mr. Moses completed with fittings of elegance and utility equal to those of the library apartments, providing likewise equal free advantages of heating and lighting. The society was at the expense only of necessary furniture, and is very handsomely and commodiously accommodated. The society took possession of its new room in January, 1891.

BOARD OF TRADE.

On May 26, 1863, at a meeting of business men held in the common council room, a Board of Trade was organized, and George A. Preble was elected president. One thousand dollars were estimated to be necessary for the expenses in fitting up a room, for telegraph despatches, newspapers, clerk hire, fuel, a bulletin board, and books. A list of 125 subscribers was obtained, whose annual dues were fixed at five dollars; $200 were raised by voluntary subscription, which with the annual dues were appropriated for current expenses. The organization was named the Merchants' Exchange Association of Bath. A reading room was procured and fitted up. July 6, 1864. This is the last record of a meeting of the association.

Nov. 20, 1871, an association of citizens met in the custom-house building and organized themselves as the Bath Board of Trade, and elected A. J. Fuller, President, Thomas S. Lang, Vice-President, and William D. Haley, Secretary. In January, 1872, the Board ordered the publication of five hundred circulars for public distribution. Feb. 5, 1872, President A. J. Fuller read his first annual address. March 11, 1872, the act granted by the legislature for incorporating the Bath Board of Trade was accepted. In 1881, the Board caused to be prepared and printed in book form "The Annual Report of the Bath Board of Trade," which was prepared and published by Jarvis Patten for that year and 1882, 1883, 1884, and by Albert A. Reed for 1886, 1887, and 1889, and largely circulated throughout the maritime sections of the country.

There have been earnest and repeated discussions at the meetings of the Board relative to the matter of encouraging the introduction of manufactures into the city, and committees appointed to take active measures to induce manufacturers who might be looking for a favorable point to establish business to locate in Bath.

The "Spanish Treaty" of 1885 received extended criticism, in which a large number of prominent business men took part, ending in passing resolutions against the ratification of the treaty.

Commencing during June, 1886, the subject of introducing water into the city by a system of water works was freely and repeatedly discussed, and favorable recommendation adopted, asking the city government to proceed to perfect the scheme, which was accomplished in 1887.

The matter of establishing IRON SHIP-BUILDING in Bath received protracted debate for several years, commencing in November, 1887, ending at the establishment of a plant for that purpose, and the contract to construct two gun-boats in 1890, and in 1891 a contract for the Ammen Ram was obtained by the Bath Iron Works.

Much attention has been given by the Board to the securing CONGRESSIONAL AID by subsidy to deep sea-going ships in carrying freight and mails, in order to enable American ships to compete with those of foreign build that enjoy subsidies by the governments under whose flags they sail. To forward this purpose, in 1886, the Board invited the members of the Maine delegation in Congress to visit Bath and examine its facilities for building ships both for the merchant marine and government navy, tendering them a banquet on the occasion. Senator W. P. Frye and Representatives Dingley and Boutelle responded by attendance. Tables were spread at the Sagadahoc House and seats were occupied to their utmost capacity. Addresses were made by Messrs. Frye, Dingley, and Boutelle, and by President Fuller, J. M. Hayes, president of the Board of Aldermen, representing the Mayor in his absence, Thomas W. Hyde, Galen C. Moses, and William Rogers.

The BOARD made an earnest effort in 1887 to bring about making of the ferry and bridges leading into Bath free. The scheme was balloted upon by the towns interested and defeated by five votes.

In 1866, there was a bill before Congress to authorize ships built in foreign countries to be admitted to free registry in the United States. The Board took active and decisive measures to aid in defeating the measure, and after full discussion in regular session, a public meeting was held by the Board in the City Hall and delegates chosen to proceed at once to Washington. For that purpose, a committee of the Board raised by subscription ample funds to

pay the expenses of the delegates, whose services did much to prevent the passage of the bill.

In the February of 1888 a BANQUET was held by the Board at the Sagadahoc House, at which there was a large attendance, and brief speeches were made by a large number of members of the Board and its guests.

Officers. — Presidents, George A. Preble, 1863; Andrew J. Fuller from 1871 to 1892; William Rogers, 1892–1893; Vice-Presidents, Thomas S. Lang, Jarvis Patten, Albert G. Page, Parker M. Whitmore from 1885; Secretaries, Henry W. Fuller, William D. Haley, John O. Shaw, Frank W. Weeks from 1879 to 1889 (also treasurer), Eugene Greenleaf, E. C. Plummer from 1892. In January, 1892, A. J. Fuller declined to be a candidate for president, on account of his age and long service, and William Rogers was elected.

Young Men's Business Club. — In 1886, a Young Men's Business Club was formed with John O. Patten, president, which held spirited meetings. In 1890, the club was reorganized and E. M. Fuller became president, Mr. Patten having moved out of the city; later it was merged into the Board of Trade.

KNOW NOTHING PARTY.

In 1853, a political party suddenly came up and was called the American party. In towns and cities secret orders were formed, composed of adherents to the views that none but native Americans should have a voice in ruling America. They held secret meetings, and when questioned concerning their movements simply said nothing or that they "did not know anything." Thus they were given the name of "Know Nothings." Haranguers traveled through the country to stir up the people and the idea took wonderfully. A taking point with them was an onslaught against Catholics. The party carried some states in 1854, among which was Massachusetts. The career of this party ended with one year's triumph. This new movement greatly agitated Bath and led to mob violence.

On Thursday evening, July 6, 1854, there was witnessed in this city the destruction by a mob of the property of citizens. A street preacher held forth to those who chose to listen to him against Popery. He harangued Wednesday and Thursday evenings. On the first night there was no disturbance attending the gathering, although there was a large crowd in attendance, and many sympathized strongly with the sentiments of the speaker. Thursday night the crowd was still larger and was composed of many of the most respectable citizens, among them large numbers of master mechanics, tradesmen, and professional men. There was also enough inflammable material—as the sequel shows—to do violence, despite the law and order sentiments that prevailed with the greater portion of the company.

The lecturer had nearly finished his harangue without disturbance when a hack was driven through the crowd towards the depot. Nothing was thought of this by the crowd, which opened to the right and left to give it an opportunity to pass. It immediately returned, however, and the crowd then acted on the supposition that the driver and passengers were designing to break up the meeting, and refused to let it go through, but stopped the horses and turned them about. This event appeared to be the starting point of excitement. Much feeling was expressed, and cheers and groans were given in rapid succession, ending by raising a shout, "To the old South church!" From the custom-house, the scene of the excitement, the crowd rapidly dispersed, the majority of them going to the old South church, which was being used for a place of worship by the Catholics. The crowd broke in doors and windows, entered the building, rang the bell, waved the American ensign from the belfry, and lastly set fire to it. The flames spread with great rapidity and in a few minutes the building was in ruins. The firemen were early at the fire, but nothing could be done towards staying it. The building was owned principally or wholly by William M. Rogers, John Patten, and Jeremiah Robinson. There was no insurance. The city lost a clock, which was in the steeple. The mob commenced their riotous proceedings about quarter past eight o'clock in the evening, and continued to have entire and unmolested control of the city the whole night.

THE OLD SOUTH. 1805. BURNT, 1854.

Soon after this, the mob endeavored to force an entrance into the Sagadahoc House, but by the interposition of the mayor and from other causes they at length desisted from that purpose. They then marched through the streets, threatening with violence the persons they supposed had attempted to disturb the native American and anti-Catholic speaker. The mob obtained a cannon during the night which they discharged several times. They visited a house occupied by several Irish families, notified them to leave town in two days or they would destroy the building. About midnight they surrounded the house of a good but Catholic citizen, uttering cries of "Fire the house," "Pull it down." When he inquired what was the cause of the disturbance, he was told that they had burned his church and also that any other place of Catholic worship would be destroyed the same way. They told him he must drink a toast of "Death to the Pope," which he refused to do.

Mayor Putnam read the riot act on the steps of the City Hall and also made an energetic address to the masses before him, which had a salutary effect, but not to the extent of dispersing the rioters. By order of the mayor the City Grays were called out under the command of Capt. E. K. Harding; were under arms in their armory ready for duty to aid the police if resort should be had to their services, and they were on duty on both Friday and Saturday nights. Sunday night it rained and quiet reigned. On Monday an additional force of one hundred policemen were on duty and the City Grays also. The military were not used to quell the riot, but the knowledge of their being in readiness may have had its influence. On Monday Ira Mason was arrested as a leader of the mob, and on Tuesday was examined before Judge Smith and ordered to recognize in the sum of $1,500 for his appearance before the Supreme Court in August. And this judicial proceeding seemed to be the signal for the final dispersion of the mob, which had densely blocked the streets from the town hall to Front street, and as far down Front as Elm street.

PRESIDENT BENJAMIN HARRISON'S VISIT TO BATH IN 1889.

In the early part of August, Bath was honored by a visit from President Harrison, accompanied by the Secretary of the Navy and other distinguished men. Among the courtesies extended to his excellency was a sail upon the river, by which he was afforded an opportunity to become acquainted with the unsurpassed advantages of the city's magnificent harbor. By a committee from the city government and Board of Trade, his attention was called to the great length and width of the harbor, and its uniform great depth, rendering it capable of accommodating fleets of vessels of the largest tonnage, while the long approach from the ocean, passing between high, commanding banks, could be fortified beyond the possibility of entrance by a hostile power, while the twelve miles that intervene between the city and the sea render a bombardment by a fleet stationed at the river's mouth wholly out of the question.

His excellency's attention was also directed to the lofty hills that surround the harbor upon every side,—a complete safeguard from land attack and a splendid opportunity for the establishment of a signal station, one point in particular commanding a view of the whole sea-coast for many leagues in all directions. All of these features were duly appreciated by his excellency, who expressed his admiration of the great shipping city's maritime advantages in no stinted terms.

He was also afforded an opportunity to view the ship-yards, which for over a century have given Bath the prestige of the leading ship-building city in the world. He also visited the Marine Iron Works and the site of the proposed iron ship-yard was viewed. The fact that all Bath needs is a little government encouragement to enable her to begin the building of iron ships was made very apparent to his excellency, who expressed the hope that in the near future the award of at least one contract for the construction of a steel cruiser would give the shipping city the impetus which she so greatly needs.

In his remarks to the citizens, from the custom-house, President Harrison said that he had appreciated his warm reception in Bath, but above all had appreciated the wonderful facilities of the city and its shipping interests. He felt very sorry that time and opportunities forbade his holding a public reception, for he would be delighted to welcome the good people of the city. He had more than enjoyed his brief stay, and believed from its evidences that he should be more than ever delighted with the Pine Tree State. In closing he said: "I now need say good-by; I hope you will allow me once again to thank you for your cordial welcome and to bid you prosperity and happiness for all time to come." The presidential party was then driven to an inspection of the Hyde Iron Works.

VISITS OF UNITED STATES STEAMSHIPS.

In the summer of 1843, the United States steam frigate Missouri, in command of John T. Newton, came into the river and anchored off the city. During her stay of several days she was visited by the entire people of Bath and thousands from the surrounding towns. The officers were entertained on shore by private citizens, who in turn were entertained on board the ship. This naval vessel was of two thousand tons, and the largest steamship in the world.

At a later date the Saratoga was here, and the occasion was attended with about the same performances as took place with the Missouri.

In 1890, Portland had a FOURTH OF JULY CELEBRATION under the auspices of the Maine department of the Grand Army of the Republic, and the United States cruisers Baltimore, Dolphin, Petrel, and Kearsarge were in that harbor to aid the occasion. They were under the command of Admiral Gherardi. Later they were ordered to come into the Kennebec. They came to anchor off the city at five o'clock P.M., July 12, 1890. In view of the coming of these vessels, the city government took measures to make all possible arrangements to entertain the officers, in which effort leading citizens joined. On the same evening a reception was given to the

officers of the squadron at the house and grounds of Gen. T. W. Hyde, which the leading ladies and gentlemen of the city attended.

On Sunday some of the officers attended the different churches, the admiral at Grace church. Monday, at ten o'clock, a carriage procession, composed of the officers and distinguished citizens, rode through the principal streets and to Whizgig and the cemeteries. In the afternoon there was a reception by the admiral in the aldermen's room in the city building, to which the citizens generally were invited to shake hands with this officer of distinction. In the evening a reception and ball were held in the Alameda, to which the leading people were invited, and a crowd attended. The music was by the Togus Band. The ships left for Bar Harbor the next day.

There was a procession of the sailors and marines from the ships, marching through the principal streets. There was also a clam-bake on a large scale at Foster's Point, at which the admiral and officers of the fleet were present, and a large concourse of ladies and gentlemen, invited guests of the city.

During the stay of the ships, large numbers of the people of Bath and vicinity visited them, the flag-ship Baltimore attracting the most attention, while the Kearsarge, for her historic fame of having sunk the rebel cruiser Alabama, was an object of great interest. She was painted black, while all the others were white. The flag-ship was anchored off the city landing, the Petrel south of her, the Dolphin south of her, and the Kearsarge north of all of them.

Bath was again visited by the North Atlantic Squadron Sept. 2, 1891, the ships anchoring off the city for two days. Admiral Walker and his staff and the fleet officers were entertained by a reception and ball at the Alameda Opera House, under the auspices of the Sagadahoc Club. The next day there was an excursion in honor of the visitors on the large Boston and Kennebec steamer Kennebec to Popham, where a clam-bake was prepared for the large company.

THE SHIPS were the Chicago, Capt. J. N. Miller (the flag-ship of Admiral Walker); the Newark, Capt. Silas Casey; the Atlanta, Capt. J. W. Phillips; the Boston, Capt. G. C. Wiltse; the Concord, Capt. O. A. Batchelder; the Yorktown, Capt. R. D. Evans; the

Vesuvius, Capt. Seaton Schroeder; the Cushing, Capt. C. W. Winslow. The fleet made a fine display, riding in line on the river, the flag-ship stationed immediately opposite the city landing, where conveniences were placed for boats plying between the ships and the shore. In all there were one hundred and thirty-eight commissioned officers on board the ships. The ships left Sept. 4th.

AN ANCIENT STREAM.

Originally a deep cove made in from the Kennebec north and contiguous to the old town landing, now the Eastern Steamboat Company's wharf. Small vessels came up in it to Front street as late as the last half of the last century, within the recollections of aged men now living. In 1820 a long bridge was built that extended from the foot of Elm street to near Summer street, and a branch bridge which is now the foot of Elm street, was built leading from the main bridge along what is now Elm street to the northern extremity of Water street. Some of the dock is now to be seen as far inland as the rear of stores on the west side of Front street immediately south of the eastern extremity of Elm street. King's dock, as it was termed, extended south to near the city hay scales, which was bridged by William King in 1824 and is now a part of Water street. King owned the dock in his day on both sides as far as Center street. From Water street it became a stream; it trended north and then south, crossing Center street near the "corner," turning west a little north of the railroad crossing at King street. It next turned north on a line with the railroad track, on the west of which there is now a vacant lot on the south side of Center street, where bricks were made by Elijah Low, and there are those living who have seen gondolas come up to the brick yard as late as 1830 to discharge wood for use in burning the bricks. From thence the water became a small stream, on the bed of which is now the railroad track extending north. Isaiah Crooker, Sr., built a vessel on his own land on the west bank of this stream, opposite the dwelling of John R. Houghton. This vessel was of seventy tons and when ready for sea was loaded with lumber for the Island of Madeira.

The stream extended up this miniature valley a short distance, whence it turned north, ending in a pond of considerable extent, now a marsh. There was another pond, on both of which the youngsters a half a century ago found superb skating. From the northern extremity of this pond there was a small stream that emptied into the "King's Dock," later known as the Peterson and later as the Harward Docks.

It was up this stream that an exploring party from Waymouth's ship, that lay at anchor in the river in 1606, proceeded on a tour of exploration of the country as far north as Whizgig, as alluded to in the earlier pages of this volume.

OLD ROADS.

During the first part of the eighteenth century few roads had been made, and the settlements being on the banks of the rivers and the sea-coast, the usual mode of traveling was by water, and for many years after, country roads, connecting one township with another, were entirely unknown. In summer the canoe held the place of the wheeled carriage, while in winter the icy surface of the frozen river formed the principal road for the sleigh and for the ox-sled with its heavy load. A map, still in existence, shows that in 1718 there was a "road" that is now High street in Bath, the only avenue of travel, and on which the dwellings of the few inhabitants, who were farmers, were situated. Between that "country road" and the river was a forest.

In 1740, a road to Brunswick was the only one leading out of town. At this time travel was on foot or horseback. High street at first extended as far south as the old Pettengill farm. Down the hill below his house, now the McCutcheon house, is a narrow opening in the hill. Through this opening they built the road, it being the only gap to get over the hills. This road was nearly a southwest course over to Berry's Mill Pond; here the road turned to the left to go to Phipsburg, and to the right to Brunswick, going westerly around the head of Mill Cove Pond, hence west around Short Cove, then around Long Cove, coming out to where later was Brown's Ferry, on the

New Meadows River, thence north to the head of the river, which it crossed and ran down on the west side of the river to what is now the Adams farm, thence about a southwest course over to the old WOODWARD MEETING-HOUSE; thence westwardly to Brunswick, or turn to the left to Harpswell Neck and Harpswell Island.

There was another road from Brown's, running north to the old Witch Spring Meeting-House, called the Rocky Hill road. It ran through the woods and came out to what is now known as Foster's Point road to a point which later was Brown's Ferry, and thence north along the river to the head of Stevens River.

The reason why the road for travel between BATH and BRUNSWICK was along the sides of the river, was that settlements were near the river, on both banks, necessitating roads near and on the line of its course. At a very early date there was only a foot-path through the woods, crossing Whizgig Creek on stepping-stones.

In 1774, a COUNTY ROAD was surveyed from the county line at New Meadows, beginning on land of John Ham, passing over Whizgig Creek to north end of High street, and thence to Harden's Ferry. It was some years later that this road was actually built, and stages from Portland, crossing the ferry, ran to eastern points.

In 1780, the only roads leading into town from the west were one by the head of New Meadows River and one crossing the river at Brown's Ferry, which was at a point a mile or two below where is now Bull Rock Bridge. The "old road" to Brunswick was laid out in 1789, but it was not made passable until 1795. It was decided necessary to build a bridge at Whizgig, on the road leading around the head of the river, and the inhabitants petitioned the General Court for permission to raise funds for the purpose by a lottery, which was refused.

In 1728, the High street road was extended to the New Meadows by way of what is now Winthrop street and the "stone house."

For making South street the land was given by Jonathan Davis and originally called Davis Lane.

In 1806, Center and South streets were laid out by commissioners to connect Washington street with the town road, which is now High street. The same year WASHINGTON STREET was extended to DAY'S FERRY and the bridge at Peterson's dock built.

In 1802, the bridge at Winnegance was built and the present road to Phipsburg laid out and built to connect with it.

The reason that the date of the construction of Bull Rock bridge and the roads connected with it is not here given is on account of the town records having been destroyed by fire in 1837.

Bridges. — Up to 1849 there had been thirty-six bridges constructed wholly and in part within the limits of the city; the most costly was Bay bridge, at an outlay by Bath of $20,000.

In 1887, an effort was made to make all bridges leading into the city and the ferry free; a ward vote by ballot was taken and the project defeated by five votes.

THE SURPLUS REVENUE OF 1834.

The John Quincy Adams administration was a marked era of a high tariff, accumulating a large surplus, for the times, in the United States Treasury. This accumulation, from necessity, continued into the first term of Jackson's presidency, aud after awhile ceased on account of a different revenue policy. After lengthy deliberation in Congress, it was decided to make a distribution of this surplus money to the several states according to their population, and it was done, to the amount of $40,000,000, in the nature of a loan to be called for when wanted.

The proportion to Maine was made over by the state to the respective towns to use as they should see fit, and nearly all of them voted to distribute their portion *per capita*, on the ground that it rightly belonged to the people *de facto*. This application of the money was overwhelmingly popular. The *per capita* share of each man, woman and child was three dollars. It was a God-send to poor men with large families. It was likewise a benefit to the towns, for there were men who had not paid taxes, or even a poll tax, for years; therefore, when taking an order from the selectmen upon the treasurer, for their money, the over-due taxes were deducted by that official.

The Town of Bath held a town meeting upon the subject. It was an object to heavy tax-payers to apply the money to public

improvements. There was to come to the town about TEN THOUSAND DOLLARS. One of the leaders in town meetings was Gen. Joseph Sewall, and he submitted a motion, that passed, to appropriate in aid of the new ferry $2,000, the same amount for the improvement of the cemetery, and the balance to put into a town hall. The authorities proceeded accordingly to use the money as voted. But after awhile there came a growl from the rank and file as they were getting nothing directly from the surplus, which they believed their due. They found that other towns distributed *per capita*, and asked why a poor man with ten children in his family should pay, for these improvements, ten times more than a rich man with no family. Accordingly ANOTHER TOWN MEETING was called at a later period, and it was overwhelmingly voted that the town make a loan to replace the surplus that had been applied to improvements and the money divided *per capita*, which was done.

The Town Hall was built by Couillard & Weeks, a firm of masons. It was not finished off down stairs as it is now. There were two stores underneath, one used for a millinery store and one for a harness shop. Those doors on each side of the main entrance, now boarded over, were where the entrances were then. The steps ran the whole length of the front of the building. In the rear was a small lecture room; the Universalists had it some time for their church services, and a select school was kept there at times. Up stairs it has always been about the same; winding stairs came up into the hall; where the doorways are now were the town offices. Major Shaw was town clerk in those days, and Cushing Allen, treasurer, who had his office in the other corner. It was said to be the best town hall in the state, and was completed in about 1837. It was remodeled when the city received its charter in 1847, and the stores underneath taken out and the present offices put in. The police station was changed at the same time. Old residents heard some wonderful speeches in the old hall. Charles Sumner spoke in it in abolition days, and there were grand old Free Soil speeches made in it. Fred Douglass spoke in it when he was an escaped slave, and with a hoe showed how the plantation negro works, doing just as little as he possibly could, as this author well remembers.

The Old Turnpike to Brunswick. — This thoroughfare was in existence before there was any bridge across the New Meadows River. A charter was obtained by William King in 1804. It was chiefly owned by William King, who had the management of it. This end of it was on High street, where is now the north side of the court-house, and ran directly to the river, which it crossed by a bridge built by the company midway between the location of Bull bridge and the railroad bridge. It was at the bridge that toll was taken. On the building of the old Brunswick road, going by the stone house, the turnpike was discontinued, and subsequently Center street was extended west on the line of the turnpike to its present terminus. In 1806 there was another turnpike to Brunswick by the way of Brown's Ferry.

Ferries.—The first ferry crossing the Kennebec River was at the Chops. It was known as Maynes ferry. Access to it from the west was by a path only for foot or horseback. It was this ferry that John Quincy Adams crossed, coming from Boston on horseback when he was a young practicing attorney, to conduct a lawsuit before the Court of Sessions for Lincoln County.

In the year 1762, Samuel Harnden was licensed by the Court of Sessions to keep and run a ferry, and it was probably run at a much earlier period. In 1769, a license was granted his son, Brigadier Harnden, by the same court. Licenses were also granted to several successors of the Harndens until in 1830, when Thomas P. Stetson applied for and received an act of incorporation by the Legislature to run a horse ferry under the name of Bath Horse Ferry, he having come into the possession of the grounds and landings on both sides of the river. From 1788 it was called Day's Ferry, from one of the former owners.

March 7, 1834, John Parshley, Wm. M. Rogers, Nathaniel Wells, Asa Palmer, Oliver Moses, Peter Knight, George Ricker, Edward Hodgkins, Wm. V. Moses, Richard Nutter and Jonathan Hyde were incorporated as the Sagadahoc Ferry Company. A steam ferry boat was procured, landings built, and the running commenced in 1837.

MILITARY.

The FIRST COMPANY of the second parish of Georgetown was organized with Patrick Drummond, Captain, John Stinson, Lieutenant, and there were eighty-seven members. There was an alarm watch composed of Lieut. Joseph Berry, Ensign Ebenezer Preble, Ensign Samuel Arnold, Lieut. John Lemont, James Thornton, and Deacon Purington. The above certified to—York, May 4, 1757—"by Samuel Brown, clerk of the foot of militia in Georgetown."

Revolutionary Period.—The relation, on page 53, of "Detachments sent to the Army" in 1775 was taken largely from accounts handed down from traditional authorities. Later researches reveal a difference in the details of the actual proceedings of that important and interesting period in the history of Bath, the facts of which are now given.

RECORDS found in Massachusetts Archives of ancient date consist of muster rolls of soldiers drawing pay for services from the government of the commonwealth during the Revolutionary war. Details of the service have no mention in those records. The call for these soldiers is indicated under different headings, the first of which was

"Lexington Alarm."

The battle took place on the 19th of April, 1775, and upon news of the event reaching Bath, a small company of soldiers was raised to proceed to the seat of war. The record reads "A minute roll of Capt. Samuel McCobb's company." Samuel McCobb, Captain; Benjamin Pattee, Sergeant; John Riggs, Corporal; Stephen Sampson, Stephen Ludlow, John Wheeler, John Mchoney, John Linnen, Isaac Hall, James Fleming, Joseph Brown, Joseph Chamberlin, Obadiah Wetherell, Francis Green, Richard Berwick, Pri-

vates. The date of the enlistments was April 24, which was five days after the Lexington battle.

This company of fifteen men were, evidently, spontaneous volunteers, the officers had no commissions, they were simply a body of ardent patriots to serve when and where their services would be available. Reliable tradition informs us that there was no legal authority to enlist soldiers, and no public money to supply these men with an outfit, and that Capt. McCobb, who was a man of means, fitted out his men for service at his own expense. Tradition also informs us that they left at once for the front, whose center was at Cambridge. They served from April 24 to May 1, 1775.

Competent historians are of the opinion that this company started to march to Cambridge, and before reaching there were met with tidings that their immediate services were not needed, and that they returned. This company was recognized by Massachusetts Dec. 19, 1775, and on Feb. 23, 1776, was paid for seven days' service and ninety miles' travel to the amount of £14 5s. 6d. by "John Lowell, Dep'y Sec'y, *pro tem.*"

"Siege of Boston."

The records show that Samuel McCobb was in his seat as a member of the Provincial Congress at Watertown in May, and on the 17th of that month he enlisted in a company that was raised in Lincoln County to join in the siege of Boston. There is "A muster roll of the company under the command of Capt. Samuel McCobb in Col. John Nixon's regiment to the first of August, 1775." Upon this roll are the names of Benjamin Pattee, Lieutentant, John Riggs, Ensign, and the dates of their enlistments were, the captain, May 17, and lieutenants, May 19, 1775. This roll contains the names, besides those of the commissioned officers, of fifty-nine "rank and file," a total of sixty-two men. The dates of the enlistments of those men extend from May 20 to June 9, the greater number of them bearing date of June 1. They were drawn from the towns of Georgetown, Woolwich, Gardinertown, Newcastle, Winthrop, Pownalboro, Haverhill, Hallowell, Pleasant Pond, Bristol, St. George, Winslow, and Wiscasset. Those from Georgetown were James

Fleming, James Buck, Thomas Foot, Martin Hall, Peter Heal; from Woolwich, Abner West, Solomon Whittier, Nathaniel Webb, Samuel Williams. One man from Winslow deserted July 13. The company was in service two months and about nineteen days. They drew clothing, guns, and cartridge boxes from the commissary. This company reached Cambridge, its destination, before the battle of Bunker Hill, in which it participated in the command of General Putnam.

On page 56 of this volume is a copy of the roll of this company dated at Winter Hill, Oct. 7, 1775, which is not in the handwriting of its commander, and was prepared during the time of its service on Arnold's expedition to Quebec, evidently for the purpose of adjusting the pay of its members, which amounted to £144 3s. 8d. and was paid by the "Colony." As that roll states that forty-four men only went to Canada, one had deserted and eight left behind at Winter Hill, it is evident that there had been a decrease of the number of men originally enlisted of about eight, and it is possible that these may be accounted for as casualties in the battle of Bunker Hill.

Artillery.—"Pay roll of Capt. Jordan Parker's company, in Col. Samuel McCobb's command, in the service of the Commonwealth of Massachusetts, Dec. 1, 1781." Jordan Parker, Captain, enlisted May 3; Josiah Hinkley, Lieutenant, enlisted May 3; George Ulmer, Lieutenant, enlisted May 10; Elisha Shaw, Ensign, enlisted May 15. The roll contains the names of fifty-one "rank and file," the larger portion serving nearly seven months, the pay of the entire company amounting to £987 3s. 5d., and were discharged Dec. 1, 1781. The pay of the commander was sixty dollars a month; the men, fifteen dollars a month. There is nothing on record to indicate the line of service of this artillery company. Jordan Parker resided at Phipsburg and was a deacon of Rev. Ezekiel Emerson's church.

Reinforcements to the Continental Army. — A detail was made of troops from the county of Lincoln "for filling up the fifteen battalions of Continental troops," and thirty-three men were

raised and sent to Fishkill May 28, 1778, under the command of Theophilus Batchelder, by "Samuel McCobb, superintendent." Of these men there were eleven from Georgetown and three from Woolwich.

July, 1778, there were sent to reinforce the regular army a detail of forty-nine men and officers under the command of Benjamin Lemont, Captain, and Samuel Berry, Lieutenant, from the regiment of Col. Samuel McCobb and brigade of Gen. Charles Cushing.

Winter Hill.—Immediately north of the original Bunker Hill is Winter Hill, which has a Revolutionary record of interest to the people of Bath. As appears on page 56 of this History, a military company of sixty-two officers and men was formed at Bath soon after the battle of Lexington and marched to Cambridge and took part in the battle of Bunker Hill, after which the company was encamped at Winter Hill as part of Col. John Nixon's regiment. Here the regiment threw up a fortification which stretched across the top of the hill, extending east and west on a line that passed where now is a Methodist church. In excavating for a foundation for this building, two six-pound round shot were found. In building the church, the lower half of which is of stone, these balls were inserted in the stone of the main door-way, one on each side of the door, half the round ball protruding, showing age and wear of the elements.

It will be recollected that when Washington took command of the army he established a cordon of fortifications surrounding Boston, placing it in a state of siege. At these points were stationed different regiments, Winter Hill being assigned to this regiment. At one time during its stay there, General Washington visited it and remained over night in a house within the fortification. A flat stone which formed a step on which he must have trod when entering it is now a choice relic in the possession of Mr. Jonathan Brown, whose residence is near the spot where stood the ancient house.

On the south declivity of this hill a granite tablet has been placed which is firmly set into the ground and is in dimensions about half

a foot thick, four feet in height, and two and a half feet in width. It has on it this inscription:—

PAUL REVERE
PASSED OVER THIS ROAD ON HIS
MIDNIGHT RIDE
TO LEXINGTON AND CONCORD,
APRIL 18, 1775.
SITE OF THE "WINTER HILL FORT,"
A STRONGHOLD BUILT BY
THE AMERICAN FORCES
WHILE BESIEGING BOSTON,
1775–6.

So far as the site of the fort is concerned the location of this tablet is misleading, inasmuch as there is conclusive evidence that the fortification was at the apex and across the hill, its lines having been identified by aged people now living (1893) at the "Hill." Its height is one hundred and twenty feet above tide water.

After the surrender of Burgoyne, several hundred Hessian prisoners were quartered on this hill, and bones of some of their dead have been dug up there since 1850, when excavating to make foundations for buildings. These Hessian prisoners went to work, remained there permanently, and their children became good citizens, retaining in some degree the foreign brogue to the present day.

The name of Winter Hill was derived from that of an early settler of that name who lived there, as told by an aged lady who died twenty-six years since, when eighty years of age. This historic locality can be reached by lines of street cars from Boston. It is now a part of North Somerville, having been set off from Charlestown in 1843.

After the Revolutionary war a reorganization of the military system of Massachusetts was effected, and it was put on a more thorough basis. Every man from the age of eighteen to forty-five, except in certain cases exempt, was compelled by law to be placed as a soldier on the roll of a company, which met for drill in military tactics four days in a year. This service was afterwards changed in the State of Maine to a half day twice a year, one

in May and one in September, and also general muster of the regiment in the fall, usually in September. Absence from either subjected the delinquent to a fine. He was also required to appear on parade with a gun and equipments under the penalty of a fine. The towns were compelled to keep on hand, under heavy fine, ammunition specified by law. Bath had two companies and belonged to the first regiment, first brigade, and eleventh division, until Maine became a state, when it belonged to the fourth division. There was also, nearly always, a "uniformed" infantry company in Bath, and at times a rifle company and an artillery company. For fifty years a lively military spirit was kept up, as there were wars and rumors of wars. In time military service lost its interest and few men after 1830 were willing to accept military office, and the ranks became thin. But the "Aroostook war" of February and March, 1839, temporarily aroused the martial spirit, until the legislature in the winter of 1844 abolished the entire military system, giving commissioned officers honorable discharge. The change was followed by the volunteer system of "uniformed" companies, with equipments supplied by the state, to drill at their own option, with one general muster four days in the year with pay and rations. These organizations were not kept up during the civil war, but new companies were formed after its close, and the state now has a very respectable militia. For the era comprised between the time of the abandonment of the old militia system in 1844, and the commencement of the civil war in 1861, Bath had no company but the City Grays.

"The exact time of the formation of any of the militia companies subsequent to the Revolution is not known. In 1788 the 1st regiment of the 1st brigade and 6th division of the Massachusetts militia mustered for the first time where the Bath Hotel formerly stood. John Lemont, of Bath, was Colonel, and John Reed, of Topsham, Lieutenant-Colonel, of this regiment" (*vide* History of Brunswick).

In 1795 the inhabitants of Bath raised an artillery company. Their guns were brass, three-pounders, and their first gun house was on the south-east corner of High and South streets, where

Francis Adams' house stands. The first corps of officers were: Captain, John Moodey; 1st Lieut., William Blasland; 2d Lieut., Caleb Lincoln.

According to Lemont, there was a company under the command of Capt. J. W. Mitchell, numbering ninety-four men, liable to military duty, the roll of which is dated May 4, 1802; the only men living in December, 1866, were Andrew Heath, Gilbert Trufant, David Sewall, and Joshua Sewall.

"May 6, 1806, the BATH LIGHT INFANTRY was organized and voted to dress in red coats and turn out in uniform for the first time on May 12th, and on the 24th received an elegant standard from William King" (*per* Z. Hyde).

Besides "uniformed companies," Bath always had of later years two companies of militia of the line, the records of which are not at hand.

March 8, 1808, WILLIAM KING, having been appointed major-general, was escorted into town on coming from Boston by troops of Topsham, Brunswick, and Bath. He had not filled any previous commissioned office in the militia. He served until after 1817. In that year Governor Strong, of Massachusetts, came down to Bath and reviewed the Bath regiment at its annual muster. It was a great occasion.

May 5, 1821, Bath Rifle Corps was organized with Joshua Bowman, Captain; Barnard C. Bailey, Lieutenant, and Harris Gurney, Ensign.

In 1821, a Rifle Corps under the command of Capt. Joshua Bowman, and Bath Light Infantry company under Lieut. Davis Hatch, took part in a Fourth of July celebration.

Aug. 9, 1821, Davis Hatch was promoted to Captain of the Bath Light Infantry; Gershom Hyde promoted Lieutenant, and Thomas S. Marsh, Ensign.

In 1825, Alexander Drummond, Jr., of Phipsburg, was Colonel of the regiment; William M. Reed, Lieutenant-Colonel; Capt. Thomas M. Reed, acting Major.

When LAFAYETTE visited Portland, in 1825, the Bath Light Infantry, by invitation, marched to Portland and took part in the procession.

In 1788, the MUSTER GROUND was immediately south of where Phœnix Hotel now is. Later there was a muster field near the present poor-house farm; later, on Hospital Point, and the last muster of uniformed militia was in the old Sewall field in about 1848, when E. K. Harding was commander, the Bath Grays in existence, and Portland Light Infantry present on duty.

Sept. 21, 1836, there was a MUSTER of the first brigade of the fourth division, under command of Brigadier-General Jeremiah Millay of Bowdoinham, at Brunswick, on the plain east of the village, with attached independent companies, the First or Bath regiment participating. All the companies of the regiment were on duty. Nathaniel C. Reed was in command of a Phipsburg company.

The Aroostook War of 1839. — In February, 1839, Bath was called upon to furnish a draft of men from the ranks of its militia companies to serve in a campaign in the Aroostook River region, where hostilities were imminent between Maine and New Brunswick relative to the right of possession of a "disputed territory" connected with an undefined line between the two governments, the crisis having been brought on by the plundering by lumbermen of New Brunswick of valuable timber from land claimed by the State of Maine. In attempting to drive off the invaders by force of arms collisions had ensued, and in consequence both Maine and New Brunswick made preparations for actual war.

This state of things raised a tremendous excitement throughout the state, arousing the military spirit that had long remained dormant. Augusta became filled with troops, and within a week ten thousand soldiers were on duty in that city or on the march to Aroostook. Before regular hostilities had time to commence, Gen. Scott came down from Washington with his staff, early in March, and, to the general disappointment of the greater portion of the drafted men, made a truce between Gov. Fairfield, of Maine, and

Franklin Reed

Gov. Harvey, of New Brunswick. Within a year the disputed lines were settled by the treaty of Washington, negotiated by Daniel Webster, Secretary of State, and Lord Ashburton, Ambassador from England.

This brief episode of war found the militia of the state in a condition of demoralization and inspired it to renewed activity, which lasted to a considerable extent until the abolishment of the militia system at the session of the legislature of 1844.

When the act was passed by the Maine legislature abolishing the militia system in 1844, all officers then in commission received from the state authorities a certificate declaring their honorable discharge. Consequently there was no enrolled militia until after 1848, when a law was passed providing for the formation of volunteer companies, the arms and equipments to be provided at the expense of the state.

The Bath City Grays.—Under the militia law of 1848, fifty-two young men, of Bath, of the highest standing enrolled their names for the formation of a military company, which was organized Aug. 3, 1850, electing Edward K. Harding, Captain; John G. Richardson, 1st Lieutenant; Thomas S. Bowles, 2d Lieutenant; Galen Clapp, 3d Lieutenant; James T. Patten, 4th Lieutenant, and A. J. Farnsworth, Orderly Sergeant. In September of the same year the enrollment had increased to seventy-four members, and up to Aug. 22, 1859, the entire enrollment had been one hundred and eight, which included members who had dropped out from time to time. They made their first public parade Oct. 24, 1850, accompanied by the Bath brass band. After marching through the principal streets, at 11 o'clock A.M. they took a special train for Brunswick, where they partook of a collation at the residence of Mr. J. C. Cleveland, one of their members, and a dinner at the Tontine Hotel. Their fine appearance as they marched through the streets and went through various military evolutions elicited the hearty applause of the citizens of that village. Capt. Harding was promoted to colonel of the regiment to which the company was attached, when J. G. Richardson became captain, and upon his

resignation William Rogers was elected captain and served during the continuance of the company's organization.

This company was in existence at the time of the notable Know Nothing riot of 1854, and was called out by the mayor and rendezvoused at its armory on Front street ready for any emergency. It performed some delicate duty in quelling the mob without resort to the use of their arms. The Grays proved themselves equal to the occasion, acting promptly and fearlessly. They were under the command of Capt. E. K. Harding.

The City Grays, by invitation, went to Boston in the summer of 1853, and took part in the celebration of the completion of the city water works, on which occasion the company with full ranks made a notable display. It also went on several other occasions to take part in public parades on many notable excursions in and out of the state, and entertained visiting companies from other parts of the state.

Bath in the War of the Rebellion.—"The Bath City Grays, which had been formed in 1850, was at the commencement of the war of the Rebellion the only organized company left in the state under the voluntary militia law" (Maine Archives). When the war of the Rebellion came on, and the regiments of Maine volunteers were to be formed under the first call for troops, Governor Coburn sent a requisition to Bath for two hundred men. With the City Grays as a basis, the requisite number enlisted and were formed into two companies. William Rogers remained Captain of one company, with Reuben Sawyer and W. D. Haley, Lieutenants; C. A. L. Sampson was elected Captain of the other company, with William H. Watson, 1st Lieutenant, and Warren Matson, 2d Lieutenant. They were ordered to Augusta and went there by steamer. While there Captain Rogers resigned, and 1st Lieut. Reuben Sawyer was promoted to the command, with W. D. Haley and J. S. Wiggin, Lieutenants. These companies were mustered into the Third Maine Regiment, which rendezvoused at Augusta, and was organized June 4, 1861, of which O. O. Howard was Colonel. The Bath companies became Company A, Capt. Reuben Sawyer, and Company

D, Capt. C. A. L. Sampson. Joseph S. Smith, of Bath, was a private in Company I of this regiment, was promoted to quartermaster-sergeant, and Nov. 14, 1861, commissioned captain in the commissary department of the army.

When Captain Sampson was appointed Lieutenant-Colonel, 1st Lieut. W. H. Watson became Captain of Co. D in the fall of 1861. When Captain Sawyer died, while in service, George W. Harvey, of Co. A, was promoted to the command of the company, and Lieut. J. S. Wiggin was promoted to the captaincy of Co. I of the Third Regiment.

When the Seventh Regiment was organized at Augusta, Aug. 21, 1861, Thomas W. Hyde joined it from Bath with Company D, and soon after it was mustered in Capt. Hyde was appointed major of the same regiment. In this company George C. Morse, of Bath, went out a lieutenant, and afterwards became a captain.

The Ninth Regiment rendezvoused at Augusta, Sept. 22, 1861, and a Bath company with Zina H. Robinson, Captain, was mustered therein.

The Nineteenth Regiment rendezvoused at Bath and organized Aug. 25, 1862, with F. D. Sewall, of Bath, Colonel. Company K, of Bath, with Charles S. Larrabee, Captain, was mustered into this regiment.

The Bath companies served chiefly in the army of the Potomac. Of the original members of the Bath City Grays, thirty-six went into the war of the Rebellion, serving in the Army of the Potomac, some of them attaining rank of all grades up to colonels and generals.

There were Bath men who entered the Cavalry service, but as they formed no distinct organization, there is no special record of their names or services.

One hundred and ten men was the quota for Bath and vicinity for service in the navy, and that number enlisted; among those belonging to Bath were John O. Shaw, D. L. Wylie, W. H. Fogg, H. M. Hagan, F. Eaton, C. W. Price, A. Dunham, sailing master.

Soldiers' Monument. — The soldiers' monument, standing on High street in front of the court-house, was erected by the city gov-

ernment in 1867, a worthy tribute to those patriotic citizen soldiers who gave up their lives that the undivided government might live. The names of the officers inscribed on this handsome marble shaft are Captains George W. Harvey, Ashbury C. Richards, Alfred S. Merrill, Reuben Sawyer, Lieut. Luther Small, and there are 106 privates.

Those officers who went from this city to the front and survived the war were, Generals, Thomas W. Hyde and F. D. Sewall; Lieutenant-Colonel, Charles A. L. Sampson; Major, Zina H. Robinson; Captains, A. W. Turner, J. S. Wiggin, W. H. Watson, George S. Morse, Alfred Robinson, James L. Hunt, George W. Bicknell, Charles S. Larrabee, George W. Prince; Lieutenants, R. C. Harris, George H. Hutchinson, W. D. Haley, Samuel M. Donnell, F. R. Smith; Engineer, David R. Wylie.

Two hundred and two men of Bath lost their lives in the war of the Rebellion.

Companies of the Reserved Militia. — In June, 1883, the Bath Light Infantry was formed and Henry E. Stetson was elected Captain; John O. Patten, 1st Lieutenant, and William R. Ballou, 2d Lieutenant. In September, 1886, this company was reorganized with Henry W. Howard, Captain; Albert A. Reed, 1st Lieutenant, and E. H. Sawyer, 2d Lieutenant. In the spring of 1887, Albert A. Reed became its Captain; A. C. Harris, 1st Lieutenant; E. H. Sawyer, 2d Lieutenant.

In April, 1887, this company held a Governor's Reception, at Gardiner, of an evening. For the music the celebrated Reeves American Band came from Providence, R. I., the first time it had been in this state, and on the evening before the governor's reception gave a concert in the Alameda Opera House, Bath, to a large audience. The company went to Gardiner to give an exhibition drill at the governor's reception, and its performance was exceedingly creditable. In attendance were Gov. Frederick Robie and his staff, all of the military officers of the higher grades in the state and those on duty at the Togus Veterans' Home, together with ladies and prominent gentlemen from several cities in the state.

By special invitation this company with full ranks, Capt. A. A. Reed, went to Portland, July 4, 1887, and took part in a notable parade on the streets, in which the regiments of the state militia and the military from three naval ships, lying in the harbor, took part in a Fourth of July celebration. During the succeeding winter the commissioned officers resigned and new officers were chosen. The Captain was George H. Clark; 1st Lieutenant, I. A. Harris; 2d Lieutenant, John T. Parris. Efforts had been made to have this company mustered in under the state laws as state troops, and the adjutant-general had acceded to the proposition, but as a number of the rank and file objected to enlistment the scheme was abandoned and the company disbanded.

Hyde Light Guards was organized May 15, 1890, with Charles F. Nealey, Captain, who resigned Oct. 29, 1891, when James B. Hill was elected Captain. This company composes a part of the volunteer militia of Maine. It carries a banner presented by Judge William L. Putnam, Portland, a native of Bath.

FIRE DEPARTMENT.

The first fire company that was formed in Bath was composed of the most prominent men of the town. It was the "Bath Fire Society," instituted March 3, 1803. In its rules were specified that "each member shall pay seventy-five cents, and shall provide himself with two leather buckets, two bags, and a knapsack for the purpose of carrying the bags; the bags to be made of raven's duck, to have strings at their open ends, and to be each one and a half yard in length and three-fourths of a yard in width. The buckets, bags, and knapsack shall be constantly kept together in some conspicuous part of his dwelling-house, shall always be preserved in good order, shall be used on no occasion except on alarms of fire, and shall be marked with the first letter of his Christian name and his surname at length, on penalty of twenty-five cents for neglect in each particular; one or both buckets, one or both bags, and knapsack shall be considered an article."

The members of the company at one period of its existence were: Barnard C. Bailey, J. Henry McLellan, William M. Rogers, Samuel G. Stinson, Samuel Swanton, Richard Nutter, Oliver Moses, Richard R. Smith, Converse L. Owen, Johnson Rideout, George Wood, Amasa Soule, Daniel Larrabee, Denny Kelley, John Peterson, B. Stinson, Peter Knight, D. D. Hodgkins, Samuel D. Haley, James Wakefield, Henry C. Donnell, Barzilla Gannett, Charles Clapp, Jr., David T. Stinson, John Elliot, E. Ayers, Thomas Eaton, Jr., J. Farrin, R. P. Morse, Elisha Clark, J. Haley, 2d, Asa B. Robinson, Levi P. Lemont, George Davis, Thomas Gilpatrick, David P. Low, Edward Hodgkins.

"Upon an ALARM OF FIRE every member shall immediately repair thereto with his buckets, bags, and knapsack; and shall, in a special manner, direct his exertions to the preservation of those buildings and effects, belonging to the members of this society, more immediately exposed to destruction. And should any member lose his buckets or bags at a fire, and, after diligent search and inquiry, should be unable to recover them, the loss shall be repaired by the society."

"Should any member of this society be reduced in his circumstances by fire, he shall be presented by the society with whatever sum they, considering his situation, may think proper. The same assistance and protection shall be extended to the widows of deceased members that their husbands would be entitled to were they living."

At the scene of the fire a line would be formed leading to a water supply, where the pails would be filled and passed from hand to hand until emptied upon the flames, when they would be passed back again in the same manner. On some occasions a second line would be formed to pass the emptied buckets back again. When the crowd had become pressing, a rope would be drawn in the rear of the bucket line and kept taut. When the men in the line fell short, lookers-on would be pressed into service by a town ordinance.

The FIRST ENGINE brought into the town was a "tub," into which water would be poured from the pails, and from thence thrown upon the fire by the use of brakes. This was in 1804. The first suction

engine was the Kennebec, now in existence, and was purchased in 1838. The next was the Deluge. The Torrent was bought in Boston, Aug. 9, 1843, costing $955, and was called No. 2. A new engine company was formed with Edwin A. Morse, foreman. The machine was purchased by subscription, each member of the company taking a share at five dollars. As every able-bodied man must belong to a fire company or be liable to do military duty, membership rapidly increased, starting with seventeen men. A peculiarity of the fire system was that of the appointment of wardens, in which capacity William King and Joseph Sewall were chosen as such in 1837, and performed the duty of carrying a long rod, on the upper end of which was a bright round knob to use in keeping firemen close to their work.

Chief Engineers.—1804, Joseph Torrey; 1849, Jeremiah Ellsworth; 1850–5, John G. Richardson; 1856–7, C. D. Elmes; 1858–9, L. G. Litchfield; 1860–4, Samuel L. Allen; 1865–6, Read Nichols; 1867–8, William Ingalls; 1869, Solomon Reed; 1870–1, William Hodgdon; 1872, Charles L. Turner; 1873–4, William C. Duncan; 1875–6, Thomas F. Craven; 1877–8, John T. Cook; 1879–81, Andrew R. Cahill; 1882–3, John R. Knowlton; 1884–6, Oscar F. Williams; 1887, Sidney B. Knight; 1888, George S. Brown; 1889, James H. Scott; 1890, Sidney B. Knight; 1891, James H. Scott; 1893, John R. Knowlton.

Old-Time Fires.—February 27, 1829, a fire broke out at the corner of Commerce and Front streets, in the store of James C. Tallman, and spread north through the stores of Elbridge G. Sprague, Clark & Sewall, John Bosworth, and James H. McLellan, to the large store of General McLellan. At that time all stores contained groceries, hardware, wooden ware, dry goods, salt, flour, and liquors of all kinds. The utmost exertion was required to prevent the fire from crossing the street to the west. The old-fashioned hand tubs were the only things provided to fight fire with, and as it was low water, lines had to be formed across the flats to pass the water from the river to them.

December 12, 1829, another fire occurred greater than the other. It commenced on the west side of Front street, directly opposite Ferry street, and spread south; and to the north to Elm street, and was stayed at the store of Edmund Freeman; on the west it took a number of small buildings. The buildings burned were owned by Charles Clapp, Thomas Haley, James Foster, John Hodgkins, and Charles Crooker. The tide was out, as at the former fire, and a storm prevailed which interfered much with the work of saving goods.

The Great Fire of 1837.—The winter of 1837 was one of terrible severity, and on one of the coldest nights of that cold winter a fire broke out in a building on the north-west corner of Front street, corner of Ferry street, on the evening of Feb. 5th, originating in the boot and shoe store of Samuel Foote. The wind caused it to spread to the west side of Front street, sweeping everything before it. The fire machines consisted of two old-fashioned hand tubs, which had to be supplied by a long line of buckets, passing from hand to hand; and such a freezing night as that to pass the water. The wind blowing from the north-east, almost a gale, nothing could stay the progress of the flames. They spread in every direction, carrying destruction and misery in their path. Thirty stores and houses were burned to ashes, including Parsons Smith, Hartley Gove, Ammi R. Mitchell, William M. Rogers, Otis Kimball, Mrs. Swazey, Mr. Ferrin, Mr. Larrabee, Mr. Haley and his son, Mr. Foote, Mr. Hogan, R. R. Smith, Davis Hatch, Mr. Bovey, John Hayden, Mr. Stevens, Converse Owen, the two Barbers, John Beals' tavern, Samuel Anderson, Mr. Donnell's watch-maker's shop, Jacob Robinson's store, Mrs. Brown, and others.

"The fire took the adjoining buildings and crossed the street, taking all the buildings on the west side from the store of what is now Walter S. Russell's to the store now occupied by Charles A. Harriman, the high brick wall, extending above the roof covered with slate, with copper gutters, and no perforations for sky lights, sufficed to arrest the progress of the flames. About eight inches of snow fell that night and the mercury showed four degrees below

zero. The goods in the stores and shops were taken out and scattered in every direction in the snow. A large part of what was taken from the burning buildings was lost in the snow. It was past four o'clock before active exertion ceased. The sun rose bright and beautiful the next morning to shed its rays on a heap of ruins. The old tubs were all we had and they soon froze up and were useless. But for *that brick wall*, nearly all the houses and stores to the south would probably have been destroyed as far down as Winnegance. With the exception of the Elliot House and a three story building nearly all the buildings were two stories in height. A very singular circumstance occurred at this fire. Among the goods saved, a great many odd boots and shoes were found with no mates to match them. Of course they were valueless, the underwriters paying for them as for a total loss. The loser soon after took another shop and opened a good assortment of boots and shoes, apparently as large as he had before the fire, although no one knew of his going anywhere to get them."—*Hayden.*

It was felt at the time to be a great blow to the industry and capital of Bath, as there was little insurance on either stores or stocks. The work of rebuilding was, however, begun while the ashes of the fire were still warm, and better buildings than those burned were soon completed on the devastated district.

In the winter of 1838, Kelley's block on Center street, nearly opposite the present City Hall, was burned. In it were the town of Bath record books, which were entirely destroyed.

One of the greatest fires that has ever occurred in Bath was that in the yard of the New England Ship-building Company in the forenoon of July 15, 1887. Fire originated in a building at the north-west corner of the yard, in which was the office of the company, also a paint shop and oakum loft, in the latter of which the fire originated. The wind was blowing strongly from the north-west, sweeping the flames directly upon the yard, which had no fire apparatus, and there was delay in the fire-engines arriving upon the ground on account of the horses being employed on a distant street doing city work. Besides the burning of the building named, which was of two stories, there was a dwelling-house with stable, black-

smith shop, a 1,200 and an 800-ton schooner on the stocks, which were being built for outside parties, one valued at $20,000, the other at $5,000, a tug valued at $10,000, a large quantity of ship material in the yard, machinery and appliances damaged, and a vessel on the marine railway caught fire, but was saved by heroic effort, led by a reporter of the *Times*. The property lost was valued at $150,000.

In June, 1893, this company lost its mill by fire in the day-time, when it was not in operation. Valuable machinery was destroyed, as also chests of tools stored there by workmen off duty. The loss was estimated at $15,000.

In April, 1893, the Columbian Opera House and Revere House, on the west side of Forest street between Elm and Summer streets, were burned.

After the great PORTLAND FIRE, July 4, 1866, the city government sent $2,000 in aid of the sufferers, and in addition citizens sent large quantities of provisions and clothing. In October of the same year there was a destructive fire in Wiscasset, and Mr. John Hayden, then mayor of Bath, raised by subscription $1,000 in money and the people sent quantities of necessary goods.

The Fire Alarm System.—In December, 1891, the city government authorized a contract with the Gamewell Company to place its fire alarm system (experimentally for six months) in the city at a cost of $3,500, to comprise thirteen boxes and to include all the machinery necessary for operating the works.

The system can be used in stormy weather to notify schools whether there will be one session or two. The system worked excellently well and was adopted. In June, 1893, an alarm was placed in the Bath Iron Works.

WATER WORKS.

In 1884, the question of water supply became seriously agitated and discussed by business men, resulting in obtaining a charter from the legislature in January, 1885, by a company of citizens of the city. In the spring of 1886, the company instituted a survey of

water sources and of facilities for piping the streets. For the water supply it was decided that that from Thompson's Brook was the purest obtainable. Expert engineers reported that with extensive excavations sufficient good water could be secured from this source, and it was decided to adopt this as the source of supply, and it has proved to be the purest in the state.

In the summer of 1886, a contract for preparing the brook, putting in the works and service pipe was awarded to F. B. Darley, of Norwich, Conn. He commenced the work September, 1886, and completed it in September, 1887. The water at Thompson's Brook is at a point in Brunswick near Harding Station, between the line of the Maine Central Railroad and Trotting Park. The pond is from 100 to 150 feet wide and 400 feet long. The water-shed is over six miles square, and the supply has been estimated to be sufficient for a city of 10,000 inhabitants. The soil for miles about the pond is sandy. The pipes are of iron; the main pipe crosses the New Meadows River about an eighth of a mile above the railroad bridge. The pumping station is situated within short distance of the brook. It is a fire-proof, brick building. The stand-pipe is situated on Paradise Hill, about a mile and a quarter from the court-house, on the highest ground between the pumping station and the city, and can be seen for miles around. The dimensions of this large reservoir are 75 feet high, 34 feet 6¾ inches at the bottom, and 33 feet 8 inches at the top, made of refined iron, 50,000 pounds tensil strength. The hydrant system for use in case of fire extends over the principal part of the city from Cowin's store to Pine street, and from Commercial to Lincoln street. There are one hundred and twenty-one in number, four four-nozzle, four three-nozzle, and ninety-two two-nozzle hydrants.

The following are the members and incorporators of the Bath Water Supply Company: Arthur Sewall, Charles Davenport, L. W. Houghton, John S. Elliot, Thomas W. Hyde, John H. Kimball, Franklin Reed, F. H. Patten, Galen C. Moses, Charles H. McLellan, John W. McLellan, Frank O. Moses, John W. Marr, F. B. Torrey, John O. Patten, Henry W. Swanton, A. H. Shaw, George Moulton, Jr., Samuel D. Bailey, George H. Nichols.

Following is the official report of the statistics of 1892 of the Water Supply Company: Source, Thompson's Brook, located at Brunswick; system, pumping to stand-pipe; stand-pipe capacity, 550,000 gallons; two Worthington pumps, daily capacity, 2,000,000 gallons; hydrants, 121, Ludlow; pipe, 24 5-8 miles, 12 to 2 inches in diameter; 61 valves; 9 meters, various; quality of water, extra good; pressure, domestic, 72 to 105 pounds; fire, the same; works owned by Company; cost of construction, $275,000.

THE CEMETERIES.

Within the limits of this city there are four cemeteries, the largest being Maple Grove and Oak Grove cemeteries. The oldest burying-ground is known as the David Trufant cemetery, at the head of Spring street. It is about an acre in extent and has not been used for nearly half a century. Many head-stones have been blown down and the graves broken. A slate head-stone marks the grave of David Trufant, who was known as "King David" and for whom the grave-yard was named. The inscription on the stone is: "David Trufant, who died Dec. 14, 1813, Æt. 72 years, 7 months." The oldest head-stone is dated Nov. 12, 1795.

The next oldest cemetery is at the corner of Dummer and Beacon streets, and is known as the Dummer Sewall burying-ground. In this cemetery lie the remains of Dummer Sewall. According to the inscription on a ten-foot granite monument, he died aged 94 years.

About 1800, the town of Bath purchased of the estate of Hetherly Foster three acres of land for use as a burying-ground. From time to time since, the cemetery has been enlarged by land purchased of William D. Sewall. This cemetery is now known as Maple Grove. About 1854, the city wished to enlarge the ground by purchase of a strip of land on the northern end, but concluded to try elsewhere on account of what the city fathers considered an exorbitant price. Four miles from the city a large tract of land was bought, but it turned out not to be a wise move, as not half a dozen graves were

made there by reason of the distance from the city. This cemetery is still owned by Bath and is covered by a dense growth of pine and other trees. The city enlarged Maple Grove cemetery at a later day at less than one-half the price first asked. Maple Grove is kept in excellent condition and is one of the best arranged cemeteries in the state. In Maple Grove lie the remains of William King, Maine's first governor, who died June 17, 1852, aged 84 years. A large granite monument, erected by the state, marks the spot.

In the north-west part of the city is Oak Grove cemetery, which was formerly known as the Sewall burying-ground, and was purchased by the city of heirs of Charles Sewall in 1872. This cemetery is well laid out in regular squares, with broad avenues. A large amount of money has been expended in beautifying the grounds, and it can be said that no other place in the state has a more beautiful resting place for the dead. The oldest head-stone in Oak Grove bears date of Jan. 22, 1777.

On the Berry's mill road, a few rods south of "Witch Spring," there is an old cemetery, which is now occasionally used for burials. This cemetery was once owned by Bath, when it was a town, but when a portion of Bath was set off and made the town of West Bath, the cemetery went with it. The oldest head-stone in this cemetery bears date of May 1st, 1760. On one head-stone is cut: "Solomon Page, who was educated at Harvard College. He departed this life May 12th, 1788, aged 76 years." He had been a Bath minister.

THE PARK.

For years after the purchase by the city of the Park property from the Peleg Tallman estate, the fences that enclosed it remained in a dilapidated condition; but when Edwin Reed was mayor the fences were removed, which very much improved the appearance of the grounds. Some years previously the city purchased the lot on the south-west corner of Washington and Summer streets and added it to the Park. All the attention the grounds received for a number of years was the annual mowing of the grass, that produced an

abundant crop, and was looked upon as simply a public common. To make it something more than that and so improve it that it would become a credit and an ornament to the city, an effort was inaugurated in 1883, and by private donations decayed oaks were removed and the pavillion built. A few years subsequently an earnest effort was made to raise a Park improvement fund, which resulted in realizing the amount of $1,463.58. Of this fund the larger donors were: Charles E. Moody, $200; John Patten, $100; Charles E. Patten, $100; Arthur Sewall, $100; John H. Kimball, $100. To the fund was added $155 by the city government, resulting from a Fourth of July celebration under the management of the mayor, G. H. Nichols.

With this money the PARK was greatly improved; the ledge on the east side was blasted away sixteen feet from the sidewalk on Front street, the ground was graded, trees planted, flowers arranged, running vines cultivated, and rustic baskets placed in artistic positions, all of which changed the open common to a gem of beautiful and picturesque Park grounds. Later a fund was raised by subscription for the purpose of making a pond at the south-west end of the grounds, which was completed and a fountain added, using the city water.

PAVING STREETS.

The first paving in the city was undertaken in the summer of 1891, by the city government. The work extended on Front street from the south corner of Bank block to Arch street, and on Center from Front to Water street. The work was done on contract, using small-sized, brick-formed granite blocks on a gravel foundation. By doing away with water courses the paving widened the available part of the streets and did away with the necessity of cross walks.

In 1892 the paving of Front street was extended to Elm street, requiring the raising of some of the buildings abutting on Front and on Elm streets. In making this improvement the grade of the street had to be raised, necessitating also the raising of buildings occupying the lower portion of the streets.

THE OLD CANNON.

According to tradition, the ancient cannon was once a part of the armament of the English frigate Glasgow, but more recently it has been traced to the British man-of-war Somerset, which ship was in Boston harbor at the time of the battle of Bunker Hill, but did not take part in that memorable action. This vessel afterwards sailed for England, and while on her return voyage to this country was wrecked on Cape Cod, in 1777. The gun is a nine-pounder and bears the royal stamp.

This gun was recovered from the lost ship and was one of those mounted on the earth-works of Coxs Head in the war of 1812. After the war the cannon was taken to Hallowell for some unknown reason. Some years since people of Bath succeeded in bringing it down to this city and mounted it on "Meeting-house Hill," a carriage having been made for it in Boston. This carriage not proving suitable, it was condemned, and Capt. Waterman, a Bath mechanic, constructed one that lasted, with its out-door exposure, for many years. It is now well mounted. It has been used on all occasions requiring salutes by the city.

RINGING OF THE TOWN BELL.

Before there was a bell on the town hall, that of the old North church was used as the town bell, and was rung at one o'clock at noon for dinner and at nine o'clock at night. Mechanics and working men dined at twelve and professional men and merchants went home to dinner at the ringing of the one o'clock bell. Finally the mechanics, of whom large numbers worked in the ship-yards, became dissatisfied with the hour for ringing the noon bell, and a town meeting was called to have a vote taken upon the question of having the bell rung at twelve instead of one o'clock. There was much excitement over the question, both parties rallied all of their forces, and the vote was by ballot. The mechanics won the vote, and the noon bell has made the dinner hour twelve o'clock to this

day. The adoption of "standard time," in 1886, revived the agitation concerning the noon bell; the mechanics succeeding, however, in continuing to have the noon bell rung on local time, while the town clock was set to standard time, until in 1890, when a vote of the city government had the clock set on local time to correspond with the adherence of the working classes to local time. In 1891, it was again changed by vote of the city government to standard time, and the bell rings to correspond.

BATH GAS AND ELECTRIC COMPANY.

The original Gas Company received its charter Feb. 22, 1853, the incorporators being John Patten, D. C. Magoun, G. W. Kendall, and Oliver Moses. The capital stock was $150,000, of which $70,000 only was paid in. By the charter, the city of Bath was entitled to make a contract for gas for public use for thirty years, and its supply was put on Oct. 1, 1853. After the expiration of the term, the city supply was continued until the Gas Company was consolidated with the Electric Light Company.

The gas house was originally near the foot of North street, which continued in use until 1891, when it was rebuilt on the same site.

The Bath Electric Light and Power Company was organized March 29, 1887. Sept. 23, 1890, this company was reorganized under the name of the Bath Gas and Electric Company, and the old Gas Company and the Electric Company were consolidated about that time.

The works are located on Washington street, immediately south and east of the rope-walk. The plant comprises two 600 fifty-light Westinghouse alternating dynamos, one fifty-light 2,000 candle-power (American machine), one thirty-five-light 200 candle-power (American machine), one thirty-five-light, Thomson-Houston, 1,200 candle-power. Of engines there are two, one of 125 horse-power and one of 250 horse-power (Cross' compound). The 125 horse-power engine has been used for operating the Bath street railway cars since August 19, 1893, and in October following the power of

the plant was increased by the addition of the 250 horse-power engine.

Official statistics for 1892: Capital stock, $125,000; total bonds outstanding, $119,000; process of manufacture, coal; population, 10,000; price of gas in 1892, for light, $2.75; for fuel, $1.66; approximate annual output, 5,000,000; candle-power, 21.

Electrical Department.—Operate American and Thomson-Houston System of Arc Lights, 110 lights; Westinghouse Alternating System of Incandescent Lights, 1,800 lights. Price of arc lights for public lighting per light, per year, $100. Price of commercial arc lights per light, per year, $100. Total lighting hours per annum, moon scale.

STREET CARS.

Early in 1893, a charter was obtained for the right of way and the laying of tracks for the operating of electric street cars on some of the streets of the city, in June the work was begun, and August 19th three cars commenced regular trips with success, the line running from Winnegance, along the traveled road, to the lower end of the McCutcheon field, which it crosses diagonally, as also the Hospital Point field, to the lower end of Lemont street, where it enters Washington street, up which it runs to Center street, to Front, to Linden, to Washington, up which it continues to the apex of the hill immediately south of the bridge that spans the Harward dock. The company is composed of Bath people. Commencing with three cars, the company has now eight cars in its equipment.

In October, 1893, the Bath Street Railway Company purchased the franchise of the Brunswick Company with the purpose of extending the Bath railway to Brunswick and Topsham, a distance of nine miles, using the public road for the purpose. The road will also be extended to Popham and Small Point. The members of the Company are: Galen C. Moses, F. H. Twitchell, A. H. Shaw, of Bath; and A. F. Gerald, of Fairfield.

ANCIENT LAND GRANTS.

Old English Grants.—"Up to the year 1649 there was a doubtful contest in the government of Great Britain, between the King and Parliament, which had a very peculiar effect on the purchases from the Indians. The lands had all been granted by the Crown, and a grant had been lately made to several noblemen, of all the lands in North America. If King Charles the First was able to support his contest against Parliament, the Indian titles would become nugatory and held as void; but if the Republican cause should prevail, then the Indian deeds, as opposed to Royal Grants, would be held valid." The Republican Parliament, under Cromwell, won, thus causing Indian titles to hold good. Consequently Crown Grants did not over-ride the claims of the native inhabitants to the country they occupied. They were adjudged to have possessary rights, and their deeds of specific tracts held good over all other presumed conveyances when brought to the test of judicial decisions. The proof of an Indian deed before the governor, which was sometimes done, was at once given a sanction to all purchases of that kind, and a complete acknowledgement of the Indians' right to convey. North Bath was thus deeded to Christopher Lamson; South Bath to Alexander Thwaits; Bath to Robert Gutch; Woolwich to John Brown and Edward Bateman; Arrowsic to John Richards; Georgetown to John Parker; Winnegance to Alexander Thwaits; Phipsburg to the second John Parker.

Indian Titles.—All the land on both sides of the Lower Kennebec was deeded by the Sachem, Robin Hood, and native Sagamores, to the early settlers upon it, and these deeds were often duplicated. It would seem that the natives believed they were conveying the right of occupancy only, while they reserved to themselves their natural right to fish, hunt, set traps, and grow corn, which, seemingly, covered all their wants. Consideration for these

deeds was merely nominal, usually being a few pumpkins, a little, corn, and some rum annually.

In 1792, there was an enactment by the Massachusetts Legislature which declared that the Indians were not allowed to be dispossessed of their planting grounds and fishing berths, though all territorial purchases of them, followed by five years' quiet possession, accorded to the occupants, especially in Maine, an indisputable title. There was another enactment forbidding the taking of Indian deeds, but not applying to deeds made prior to this enactment.

On the Resettlement, after the peace with the Indians by treaty at Portsmouth, in 1713, the Pejepscot proprietors laid out by survey all the territory from Atkins Bay to Whizgig in tracts of three-quarters of a mile frontage on the Kennebec, extending to the New Meadows River. Their claims, however, were overruled in favor of prior claims of the Plymouth Company, as adjudicated by litigation and compromise, in 1766.

Old Landmarks.—Joseph Heath was surveyor for the Pejepscot Company, taking pay for his services in land. By an original map this tract is definitely located, apparently comprising the Peterson and Harward farms, as it lies exactly opposite "Winslow's Rocks," running from the Sagadahoc to "Stevens Creek" [New Meadows River].

"The land between the two black lines [as is represented on map] contains four hundred acres situated and being on the west side of Long Reach in Sagadahoc River, part of wch Land was Quit claimed and Delivered to the Pejepscot Company by Nicholas Lyddiard and his wife, and the said four hundred acres of Land was exactly surveyed and is herein Truly Disscribed. November 18, 1716.

Pr. JOSEPH HEATH."

"This plat made by Adam Winthrop at the desire of Capt. Joseph Heath, laid before Messrs. Saml. Waldo, J. N. Lewis & Nathaniel Conningham, as they met upon November 11, 1731, to consider of the Pejepscot affairs, for their approbation & they did so far as they were concerned approve thereof as the Grant formerly made to s^d^ Heath Provided it do not exceed the quantity of Land therein

expressed and that s^d Heath proceed to settle a family thereon the next Summer. Boston, Nov. 24th, 1736.

Attested by ADAM WINTHROP."

About where is now the old Peterson house, was "The Heath house," "where John Tarp has lived since 1731,"—as by a drawing of the house.

This map defines the north line of the Gutch tract, as starting from Winslow's Rock and running diagonally southwest across the north end of Bath, touching the New Meadows, evidently at Foster's Point. The Heath line appears to overlap the Gutch line slightly at its eastern end. "A west line to Small Point Bay from Winslow's Rocks." "A west line to Small Point Bay being the northerly bound of Mr. Robert Gutch's Indian Grant, made in the year 1660."

The Register of Deeds of old York, states that there does not appear on record any deeds of lands from the Gutch heirs to Nathaniel Donnell, but "July 10, 1753, there is on record a 'Partition of a tract of land owned by Nathaniel Donnell and others, said tract formerly belonging to Robert Gutch, lying and being on Kennebec River, of 3,480 acres of land laid out by Committee.'"

This survey of that portion of the Gutch tract that was sold by his heirs, comprises territory extending from Trufant's or Ropewalk Creek to south of Harward farm. A map was made of the plan, which divided it into quarters, commencing at the southern boundary. Quarter No. 1 is set down as sold to Capt. Nathaniel Donnell, entire; quarter No. 2 to N. Donnell, six hundred acres, from river to river, with three hundred acres to Wm. Johnson which covered one-third of this quarter on its northern side; quarter No. 3, one-half to Capt. N. Donnell, comprising one hundred and seventy-six acres, the other half to John Milliken; quarter No. 4 is laid down, in part, to Elkins' heirs, comprising one-third of the quarter, the balance of the quarter being blank on the map. "Some of these divisions ran from river to river, others only part way, the copy of the plan not showing cross lines. Lamont and Philbrook, Sr., had lands west of Milliken, at north line beyond the creek."

Margaret Lovering, a granddaughter of Robert Gutch, married William Johnson, and it is stated she "took possession of the family estate in 1734; that she became a widow, and while such lived and died in the house of James Springer," to whom she and her husband, in 1753, deeded several hundred acres of land to which she was heir from the Gutch estate. It is stated by writers that James Springer kept tavern near where is the David T. Percy homestead, on High street, and to have been the first inn kept at Long Reach. The boundaries of this tract were apparently northerly on North street, southerly on Academy street, easterly on the Kennebec River, and westerly on New Meadows River, with a deviation on its western portion.

A Famous Lawsuit.—The title to the tract on which the principal part of Bath stands was early the subject of a famous litigation. "It was claimed by David Jeffries, in 1761, by purchase from the Kennebec proprietors, who, by the name of the Kennebec Purchase, claimed the title to this territory under a deed from the Plymouth Company. In 1766, Jeffries brought his action for the premises, being about 12,000 acres [Williamson says 1,200 acres], describing them precisely according to the present boundaries of the town. In this action Nathaniel Donnell, of York, who had, many years before, purchased from the descendants of Robert Gutch a part of the demanded premises, was admitted to defend, he having in the meantime sold a considerable portion of it. Mr. Donnell disclaimed all except that part of the demanded premises which lies between the north line of the Edmund Pettengill farm and the north [should be south] line of the John Peterson farm, and as to that pleaded the general issue in such actions.

"The plaintiff, to prove his title, relied upon the grant from the Council of Plymouth, in England, to William Bradford and his associates, Jan. 13, 1630, commonly called the Plymouth patent, and sundry mesne conveyances to his lessor.

"The defendant denied, first, the right of the plaintiff to the premises, and second, that if he had a colorable right, the right of entry was taken away. The original grant having included a tract of

land on the Kennebec, it was contended that the tract sued for was not included within it, inasmuch as it lay on the Sagadahoc, which means the mouth of rivers. The defendant traced his title from the heirs and descendants of Robert Gutch, who resided on the premises prior to 1670, and who purchased the same of Robin Hood, a noted Sachem of one of the Indian tribes, by deed dated May 29, 1660.

"This action was tried at the Supreme Court at Falmouth, June, 1766, and a verdict rendered in favor of Donnell, upon which a motion was made by the plaintiff 'for an appeal to his Majesty in council'; and having been heard thereon by council, the motion was denied, it being the unanimous opinion of the Court that an appeal doth not lie by the Royal Charter in this case. The counsel for the plaintiff were Jeremiah Gridley, James Otis, Sr., and William Cushing; for the defendant, William Parker, Daniel Farnham, and David Sewall" (*vide* Joseph Sewall). Mr. Thayer states that a new trial was allowed, but never occurred, the chances for success having been too uncertain, and Donnell held title to his purchase. This decision must have settled the validity of all contemporary titles to land covered by the Gutch deed.

Christopher Lawton's possession of a tract of land, at North Bath, by Indian title, was mortgaged to a Mr. Walker who died, and the land came into the possession of the widow; she subsequently married Ephraim Savage, who was the executor of the Richard Wharton landed estate, and sold his wife's right to the Lawton tract to John Butler who married a daughter of this widow. There is a cove at North Bath, on Merrymeeting Bay, called Butler's Cove, deriving its name presumingly from this Butler who, it is inferred, lived at or near it. At the time of the Indian raids of 1719-20, upon the settlers on this bay and the Kennebec, Butler retired to lower Arrowsic for better security.

What became of the subsequent ownership of this tract, as well as of that composing the rest of the territory of North Bath, has not been definitely ascertained. It was afterwards claimed by the Pejepscot Company.

OLD FAMILIES.

It is men who make history, and the character of a place is determined by the character of its inhabitants. It becomes, therefore, a matter of historical interest to give an account of some of the representative men and women of past generations who were the makers of Bath history, as far as pertained to the period contemporaneous with their lives; who gave character to the society of their day; were identified with its business and with its domestic, religious, and political welfare. Consequently as much space in this book as could be spared, has been devoted to this department of local history.

The Early Settlers were stalwart men, ranking with the leading men of the state, while the women — intelligent and attractive — were truly worthy of their companionship. They were of Scotch and English blood, which is the best in European history.

"The men who were the early settlers of Bath were reckoned to be half a head taller than those of any other community in the country. There were no small-sized men among them and but very few who were of medium size. They might well be termed a race of giants. There were few who weighed less than one hundred and eighty pounds and they were five feet and six inches to six feet and two inches in height."—*Lemont.*

The Early Construction of Dwellings.— In making a location in this uncultivated territory, with its lack of sawed lumber, the pioneer settlers were under the necessity of making their houses of logs, which abounded in the forest surrounding them, by placing one above another, hewn on the inner side, for the walls, roofing them with birch bark, the openings for windows being covered with transparent skins of the wild animals of the woods. Hovels for cattle were constructed in a similar but ruder manner. So rude were the fittings of these abodes of families that rocks were used for andirons, on which to place huge logs of hard wood, the smoke

ascending through chimneys built of clay mortar. Those who came later, and were possessed of more means, constructed their dwellings of timber hewn on the four sides, laid lengthways one above another, and dovetailed together at the ends. Some of these had port-holes from which to fire upon the approach of hostile Indians. These were generally comfortable dwellings.

In the closer settlements there were buildings of larger dimensions, capable of temporarily housing several families, to which they would resort when signals of danger, from the Indians, were given. They were termed garrison-houses, block-houses, and forts. They usually were of two stories, the upper projecting over the lower to prevent the foe from entering to the floor above, as well as to afford facilities for firing upon them when approaching the building. There was a sentry-box on top, and port-holes through the outer walls; flankers on two ends from which to enfilade the sides and ends of the fortification; and the windows, without glass, were protected by stout shutters.

Huddled together in the garrisons, each family contributed its share of the provisions. The men, and boys that were old enough, had to go out of the garrison in the day-time to work at the risk of being killed and scalped before night; the women and little children keeping in the house. The men, collectively or alone, had to carry guns or some kind of weapons of defence, and whenever they would hear the report of a gun anywhere they suspected the Indians were killing somebody, which generally proved true.

Some of the Old Houses.—The Edward H. Page house was built by his grandfather, Joshua Philbrook, in 1753. Because it was of two stories and larger than any other in the settlement, it was termed "the great house on the hill." Its site was on High street, a little south of where is now the soldiers' monument—the second house from the southeast corner. A portion of it is still in existence, forming the rear portion of a frame house, the original front door now remaining. Major Page kept it as a tavern, and was by trade a tanner.

The Isaiah Crooker house originally stood where is now the Catholic parsonage, on the west side of High street, and was built in 1756. In this Mr. Crooker lived and died. It is yet in existence, moved to the rear of the catholic buildings, partly occupied for a Catholic Old Ladies' Home. It is a framed building, not a timber house as has been generally supposed. He was the village blacksmith, having his shop across the street from his house. His barn was where the old High street Academy building now stands.

Joseph Lambert's house was on the west side of High street, north of the Sewall houses, and is now in existence. He kept tavern, and in it was imprisoned the English timber agent that was arrested at the time the hewers were driven off, in connection with the War of the Revolution.

Where now is the brass foundry of F. B. Torrey, was a large building occupied by Joseph Stockbridge for a tavern, and subsequently called the Mansion House. It was at this house that the town authorities found quarters for Governor Gore, of Massachusetts, when he visited Bath in 1810.

Capt. Simeon Turner owned and lived on the Peterson place up to the year 1798, when he sold it to Capt. John Peterson. He also built a house on the "Point."

In 1800, when Samuel Davis was in the zenith of prosperity, he built the original house that is now the Orphan Asylum, and subsequently purchased by William M. Rogers, by whom it was enlarged and improved for his dwelling. His son, William Rogers, succeeded to its ownership and occupancy. It had been the most imposing dwelling-house in town and notable for its ample and highly adorned grounds. Some of the walks of its surroundings are underlaid with white chalk that at an early day had been brought as ballast in Davis' ships, and of no special value.

Among the other houses that were notable nearly a century ago, were those of William King and David Shaw on the "Point," David Trufant on Pine street, now occupying the position of an ell to a more modern house near that street, and the White timber house.

The earliest settlers who came from the old countries were gener-

ally better educated than their children born in this country, for lack of schools. When peace and prosperity were firmly established, and facilities became favorable for improvements, a better class of houses were erected. When their vessels took cargoes of timber, fish, and furs to England, English furnishings composed a part of their return freight. These articles of furniture, of great solidity and fine workmanship, are highly prized now by their descendants who are so fortunate as to possess some of them.

How the Pioneers Lived.—They were an industrious and thrifty people. Domestic animals raised by the older settlers brought handsome prices, a good yoke of oxen often selling for fifty pounds sterling. Money was scarce, and all kinds of grain, with sheep, goats, and pigs, were considered as good as legal tender. People paid money or furs for clothing, which were then brought from England, and it was soon found important to raise flax and wool, from which, with the use of great hand looms, they wove strong cloth for bedding and wearing apparel. Until about this time, too, all the meal and flour used were brought from Massachusetts or ground in the mills at Sheepscot or Arrowsic, so there was a great demand for more mills for grain, as well as for sawing lumber. This demand was further increased by the opening of a trade in lumber with the West Indies, by which the settlers could, in return, have molasses, sugar, coffee, spices, and other tropical products, which they had before done mostly without.

Scotch-Irish Settlers.—As a considerable portion of the earliest settlers who came from the Old Country to this section of the New World, were from the north of Ireland, it may be pertinent to illustrate who were their ancestors. By birth Scots, they were Irish by adoption only, by virtue of having settled in the north of Ireland at some remote period of their history.

The title that has been given to this truly stalwart people, who came to this country at an early date, is not justly applicable, as not a drop of Irish blood coursed in their veins. Their ancestors came from Scotland and settled in the north of Ireland. The first immi-

gration from Scotland to Ireland was chiefly from the Highlands, in 1608, for the purpose of bettering their condition. There had been a rebellion of the Irish-Catholics in the northern section of Ireland, during the reign of Elizabeth, and when it was quelled the estates of the insurgents were confiscated. These lands were the best on the Island and included the province of Ulster. The government of James I. held out attractive inducements for its resettlement by a Protestant population, which many Scotchmen accepted. This territory was at the extreme north, within twenty miles of the coast of Scotland. At a later date there was a larger exodus to Ireland from the Lowlands of Scotland, which consisted of a class superior to those of the Highlands. They were Protestants escaping from Papal persecutions. These people never assimilated with the Irish race nor did they intermarry.

The Irish-Catholics were bitter enemies of the Protestants. Their religious rancor may have been intensified by the occupancy of these lands by a people of another nation, who increased in prosperity through their great thrift. The Catholics annoyed these new-comers in every possible way—making raids upon their farms, carrying off their products and stock. This state of continuous beligerancy culminated in civil war, which ended in the famous siege of Londonderry and the deeisive battle of Boyne, in both of which the Protestant cause triumphed.

Then came the dawn of the New World. Beholding, in the dim distance, the opening of prospective civil and religious liberty in this wilderness land, Scotchmen in Ireland crossed the ocean, preferring to court fortune among the savages in this new country to remaining in a land inhabited by a relentless and hostile race, with whom they could never affiliate. Many came direct from Londonderry and the Boyne to the Kennebec. Large numbers landed in Boston and diffused themselves throughout New England, and their sturdy independence and tenacious Protestantism did more for the country than the much vaunted influence of Plymouth Pilgrims and Massachusetts Puritans. Those of this generation who trace their ancestry back to the Scotch-Irish may well be proud of it. They had to struggle with the hardships of the wilderness; the dangers of the

savage foe; the rigor of a sterner climate than that of their native land; the privations of a settler's life; the alternating neglect and oppression of the mother country;—but they struggled successfully with all these disadvantages. To them is due the credit of introducing into New England the cultivation of flax, and utilizing this useful fabric with the hand-card, the foot-wheel, and the loom, enabling whole families to be clothed by their own industry.

Numerous living descendants of the early settlers of Maine, and of the Kennebec valley, can trace their ancestry back to the Scotch-Irish race, whose fruitful blood permeates the veins of untold numbers of the past as well as the present generations. Those who inherit it may well be thankful for the impress it has imparted to their traits of character, raising them above the characteristics of their less favored contemporaries. Maine owes much to those of the founders of its civilization who came to its shores as Scotch-Irish settlers, and who were as distinct from the Irish race as though their remote ancestors had never left the heaths and mountains of Scotland.

The Philbrook Family.—The ancestors emigrated from Lincolnshire, England, to Watertown, Mass., in 1630. Thomas Philbrook soon after moved to Hampton, and had three sons, Jonathan, Samuel, and William. William settled in Greenland, N. H. He left three sons, Jonathan, Samuel, and Walter. This Jonathan moved from Greenland, N. H., to Saco, in 1738, and to Bath in 1742. He owned and occupied land that is now the site of the custom-house, also that of the court-house and Old North Meeting-house.

In 1743 Jonathan Philbrook purchased land of Nathaniel Donnell, and built a residence on the site where, more than a quarter of a century later, stood the mansion of William King. This Mr. Philbrook subsequently built a house on High street about opposite the site of the South Church, where he lived with his son, Job Philbrook. He built, in 1753, the timber, bullet-proof house afterwards owned and occupied by Maj. Edward H. Page. He built the first vessels on the west shore of Long Reach, as it was then called, very near where the custom-house stands. One of his daughters married a

Thompson of Brunswick, and one married Isaiah Crooker, Sr. Joshua, one of the sons, married and died in Bath at the advanced age of 94 years.

In 1742 there were but eight families in what is now Bath and West Bath, and Joshua Philbrook said he had but one playmate near his age of fourteen years. Some families moved away in fear of the Indians, as they were very troublesome. In the years 1746 and 1747, the Indians were so troublesome that four of the eight families moved to some larger settlement for better protection, while the courageous built a bullet-proof block-house for their better security. The settlement was consolidated into one household. Mr. Jonathan Philbrook's family numbered ten, with five sons and three daughters; the other three families averaging eight each, which made a household of thirty-four souls. The nine males, with the assistance of the females, could repel an attack.

Joshua Philbrook was born in Greenland, N. H., October 10, 1727. He married, June 15, 1750, Miss Elizabeth Alexander, who was born in Georgetown, September 8, 1729. Her father was shot in Topsham by an Indian and the widow married Mr. Bryant Robinson of Long Reach. Joshua Philbrook in his minority was employed in furnishing game, mostly water fowl that were very numerous in the creeks and coves of the Sagadahoc. Joshua related, that he one one day went in his float to Whizgig Creek and firing into a dense flock of teal, killed twenty-four at one shot. One spring Mr. Philbrook was up in the wilderness, as was his custom two months at a time, with traps, a bag of meal, and a blanket strapped on a very light hunter's sled, a pair of snow-shoes, a Bible that he carried in his pocket, with his pocket compass. He spoke of these latter as his important guides. As the spring advanced, he made preparations for returning home by felling a birch tree to make a canoe. He arrived home safely, coming in contact with no Indians. It was a very dangerous but profitable business; he paid for his farm by means of his traps and disposing of his pelts. Mr. Philbrook and wife would go to Boston in one of their sloops with their pelts and buy whatever articles they were in need of for the next year; some years having an overplus of a stocking full of silver dollars. They often shipped

to Boston a load of white oak rift staves, the first kind of lumber that was shipped and sold in Boston. Rift shingles and clapboards were the next articles shipped to Boston from Long Reach before the time of saw-mills. In 1761–62, Mr. Joshua Philbrook had a commission and warrant from Governor Shirley of Massachusetts, under George III. of England, authorizing him to collect a tax from the tax payers of the second parish of Georgetown, the money to be appropriated to paying for the building of the meeting-house in the present West Bath, which duty he performed.

Joshua worked with his father at building vessels and farming. When he married he bought a lot of one hundred and fifty acres of Mr. Donnell, of York, extending from the Kennebec River to the dividing line between Bath and West Bath, one-third of which later belonged to the City of Bath, extending from the east line of the old cemetery to the west by Sewall's Mill Pond. The first house Joshua built was of logs. In 1790 he built a log house near the county road, about three rods northwest of Mrs. Elisha Higgins' house. He built the latter house with his son Daniel.

The first born of Mr. and Mrs. Joshua Philbrook, was Sarah, said to be the first white child born in Long Reach. She married John Donnell, of Brunswick, and died April 15, 1822. George Philbrook was born September 18, 1752, and married Deborah Lambert, daughter of Mr. Luke Lambert. George Philbrook served during all the years of the Revolutionary War with honor, and was present at the surrender of Cornwallis. He was 29 years of age on returning home. Mr. Thomas Philbrook, at Durham, has the gun which George carried all through the war. There is in existence a letter, 102 years old, written at Ticonderoga to his father, also one 99 years old to his brother. George Philbrook was present at the farewell address of General Washington to his soldiers and officers.

Hannah was born February 22, 1755, married Edward H. Page, who bought the timber house of Jonathan Philbrook, on High street. Elizabeth was born April 23, 1757, married David Lemont of West Bath, and died January 8, 1830. Susannah was born September 17, 1759, and continued with her parents as a loving and dutiful child

to the end of their days. After the death of her parents, Susannah at the age of 60 years, in 1819, was married to Deacon Reuben Higgins, of West Bath. She died December 3, 1847.

Daniel Philbrook was born January 17, 1762. At the age of 16 years he assisted his father in transplanting the first apple orchard in this vicinity, some trees of which are still vigorous on High street and that neighborhood. In July, 1778, Daniel volunteered (then 17 years of age) as soldier in the expedition to Bagaduce, after which defeat he returned home, crossing the Penobscot at Bucksport to Wiscasset, through a wilderness, enduring suffering and almost starvation. In 1780, he served a term at the trade of blacksmith. In 1790, he helped his father build their third house on High street (now the Elisha Higgins house), and owned and lived in half of the same. The Philbrook blood permeates a large portion of the families of Bath, and good blood it is.

This dwelling-house of the ancient Philbrooks is now in existence, and in a state of occupancy, on the east side of High street, immediately north of the residence of John H. Kimball. There lived in it, John, Joshua, and George, who were brothers. George was unmarried and "carried on the farm." A large orchard extended down to near the North-end school-house, and the school boys were shrewdly bought off, by "Uncle George," from stealing apples; when the season for apples came around he was accustomed to call the boys together and say to them: "Now my good fellows if you will not touch the apples on the trees, you may have all those on the ground." To this proposition the youngsters readily agreed and stood honorably to it. Thus "Uncle George" saved all the apples that were of any value to him, the boys getting the "windfalls." During the term of this contract, if any boy showed symptoms of dishonesty by wanting to shake a tree, the others would not permit him to do so.

Philbrook's Cove, later owned and used as a ship-yard and wharf by the Moses brothers, was one of the best salmon privileges on the west Long Reach shore. A net set once a week for twenty-four hours would bring a supply for the neighborhood for days. The

salmon were then cured by salting and smoking. Used fresh, their richness soon cloyes, as was shown by a judge from Boston attending court at Pownalborough court-house (Dresden), who remarked on the food at table: "Fresh salmon, same old diet!"

In 1765, there was no market for salmon. When in later years there was a demand in Boston for this fish, the price increased from 2 cents to $1.00 a pound, of which the Phipsburg traders availed themselves in 1820–25. In 1815, after the close of the war with England, New York was a good market for smoked salmon and pickled shad, the trade being carried on by dealers from Connecticut River. Sturgeon were used for food in 1770.

John Barnard kept a small stock of goods in a store at the water's edge, a little south of the brick store of Gilbert Trufant, at the south end. This stock consisted of the actual necessaries of life. As this John Barnard was knighted and bore a title, it may be well enough to say something further of him. He was not a man of fortune. Though not rich, he was proud. He performed all his journeys from the Reach to Boston on foot, invariably in a week. He would start on Monday by the road leading round by the old meeting-house, then north to the head of the New Meadows River, near the old Indian carrying place leading from the bay to the head of the river, then down the river, passing the house of old Esquire Hinkley, and then west to the old road, which led him to Stone's tavern, near the old fort at Brunswick Falls, making the distance traveled between fourteen and fifteen miles. He did not halt there long, but would advance so as at night to reach Falmouth, now Portland. His dress was always a genteel cocked hat with cockade, knee breeches and shoes with silver knee and shoe buckles, coat, waistcoat, and stockings to match. He traveled with a pair of saddle bags, containing some extra clothes, with specie in gold and silver to pay for his goods. He was six feet in height; his body was after the model of the greyhound; his face was thin, with penetrating eyes. Just previous to the Revolutionary War, he left and went to Barbadoes, where he held office under the King. He never married. He was a man of great integrity of character, and was much esteemed by

the people of the Reach. Mr. William Swanton named a son, John Barnard Swanton, for him.

Mrs. Susannah Shaw, the wife of Elisha Shaw, was born in Quincy, Mass. Her maiden name was Susannah Clark. She was married in 1752, and came to Bath with her husband in 1761. They bought a piece of land north of Pine street, on the east side of the road, now called High street, and built a log-house. Mrs. Shaw was a woman of uncommon strength and courage, as for instance: They kept a few sheep, and one fine day, as they were grazing on the opposite side of the road, the dog gave loud barks of alarm. Mrs. Shaw ran out, and saw that a large bear had seized one of the sheep and was slowly carrying it off in his paws. Mr. Shaw being from home, Mrs. Shaw hastened into the house, seized the King's arm, which ornamented the kitchen mantel, found the cartridge-box, both of which her husband had used at the reduction of Louisburg in 1758–9. She loaded, primed, and ran out with the gun in her hand. She soon discovered the bear with his booty. She levelled over the log fence, fired, and brought down the bear, wounded. Captain Pettengill, a neighbor, who was on the road at the time; hearing the report of the gun, he ran to her assistance, and by the aid of an ax soon ended what little life there was left in bruin. His skin and meat amply compensated for the death of the sheep. Of her ten children, eight lived to mature age. They were John, Joshua, Elisha, David, Elizabeth, Hannah, Jane, and Eunice, some of whose descendants are still living in Bath. Her sons were all remarkable for physical strength. Joshua and Elisha were soldiers in the Revolutionary War, both fearless and undaunted. Elisha Shaw, the father of these children, died December, 1775. His wife survived him, lived to bring up and see all her children married, and died in 1795. She was distinguished for her piety, good morals, and physical courage.

Major David Shaw was the youngest son of Elisha and Hannah Shaw, who were married in 1752, at Braintree, Mass., and removed to the second parish of Georgetown, which included the present city of Bath and West Bath, where David was born, August 10, 1764.

He was of a family of ten children, of whom four girls and four boys lived to arrive at full age. The father bought a tract of land near the junction of High and Pine streets, and built a log-house where David was born. The mother was she who shot the bear. At that time, not a sailing vessel was owned by an inhabitant of the parish, nor were there any saw-mills for manufacturing lumber, so that the inhabitants depended principally on farming and fishing for support. Some cord wood was shipped to Boston by vessels from abroad and exchanged for goods.

In 1770, the father exchanged his farm at the Reach for one more eligibly situated, now in West Bath, and the same formerly owned by Mr. Benjamin Richardson. This was on the salt water of New Meadows River, where fish and clams abounded, and where he found greater facilities for supporting his wife and children. The father died in 1775, the same year that hostilities commenced between the Colonies and England. Two brothers left their home and entered the army at Cambridge, and were at Dorchester Heights under Washington in 1776, when he drove the British troops out of Boston. David, being the youngest, stayed at home and performed filial duties. Salt works were, about this time, established near Berry's Mills, as no salt could be had from abroad. David worked at that business, taking his pay in salt, and applied the proceeds towards the support of his mother and sisters, while his brothers were in the army. At the time of his birth, there were only three houses in Bath, and they were all on High street.

At the age of nineteen, he commenced work as a ship-carpenter, and had a natural faculty for drafting vessels. In January, 1793, he married a daughter of Jonathan Mitchell, who resided at Berry's Mills; with her he lived for a little more than sixty-three years. He built several ships for General King and Jonathan Davis, Jr., and was engaged in trade and commerce up to the time of the long embargo, which embarrassed his business. In 1803, he was chosen Town Clerk of Bath, and did the duties of the office forty years in succession. He was so popular, that, amid all the conflicts of the people on the subject of politics and parish affairs, he was always unanimously elected Town Clerk. He was also a Magistrate

for more than fifty years, and his decisions were marked by integrity and good sense. He was the last surviving military officer of Col. John Reed's regiment. He was a professor of religion for more than fifty years, and had sat under the preaching of every minister from the time of Rev. Francis Winter to the time of his death. He was a man of great equanimity of temper, dignity of character, with respect for himself and for his fellow-men. It may be said that he never aspired to fill public stations. He had a great soul, and acted well his part for three generations. At the time of his decease there was not living in Bath, a person who was alive at the time of his birth. He witnessed great prosperity in the growth of his native town.

He was a conspicuous member of the Masonic order, having been admitted a member of Solar Lodge, Bath, January 10, 1805. Major Shaw died in Bath, February 22, 1856, at the advanced age of 91 years, 6 months. His wife survived him, and was in her 91st year at the time of his death. They had living at that time three children, David, who resided in Brunswick, John, cashier of the Lincoln Bank, and Mrs. Gurney, of Providence, R. I. He was buried from the Central Church, and a large concourse of people followed his remains to their last resting place.

Charles Clapp was a ship-carpenter, and afterwards an extensive ship-builder, a native of the old colony, a lineal descendant of Puritan ancestry, and was enterprising and energetic. He did much to advance the commercial prosperity of Bath. He lived to be over 80 years of age. His children were Charles Clapp, Jr., Mrs. Oliver Moses, Galen Clapp, Mrs. Lucy Harriman, of Boston, Mrs. Rachel Parker, and Mrs. N. E. Nash, of Portland.

Isaiah Crooker, Sr., was one of five brothers who came from the vicinity of Glasgow to the shores of Cape Cod, at Scituate. Two of them remained in Massachusetts; the other three came in 1748 to the almost wilderness of the District of Maine. One was a physician and settled somewhere east of the Kennebec; one went into Oxford County, and Isaiah came to Long Reach, which then comprised only half a dozen farms. Mr. Crooker purchased one of these farms, together with Rocky Hill, and as far west as the New

Meadows River. He married Betsey, a daughter of Jonathan Philbrook. Their daughter, Priscilla, was born in 1757, and married a Lunt. She was the mother of the second wife of the Reverend Silas Stearns. Mrs. Crooker died and he soon after married Hannah Harding. Prior to this event, this lady, together with her sister and three brothers, left Truro, Cape Cod, in a packet commanded by a Captain Turner, and were wrecked on Seguin, from whence they were taken up the New Meadows, and reached where is now Harding's Station, where their father had a settlement. Of this union there were ten children. These, together with the daughter by the first wife, were all born in the homestead now in existence. His Bible bears the date of 1756 and records that Isaiah Crooker, Jr., was born in 1764. They were both heavy men, the father weighing four hundred, and the son two hundred and fifty pounds. The senior was so portly that he had to have a chair made to order, which is still a choice relic with his descendants. Isaiah Crooker, Jr., was also a blacksmith and a vessel builder, following the occupations of the father. Of the daughters by the second wife of Isaiah Crooker, Sr., one of them married John Whitmore; another William Webb, and the youngest, Hannah, married Gen. Denny McCobb. She died in 1856 in Bath. His seven sons married and settled in Bath, where their descendants are innumerable. The last vessel built by the elder Isaiah Crooker was a short distance north of Center street, where once was a stream, now a valley, occupied by the track of the Maine Central Railroad. The yard was on the west bank of the stream. Mr. Crooker died in 1796. He was a very prominent man of his day. The place of business of the younger Isaiah, also a prominent man, was where are now the yards of the railroad, and his dwelling on the west side of Washington street, near the railroad track. He had a blacksmith shop, a three-storied store, and built vessels at the same locality.

Christopher Cushing, Sr.—The youngest daughter of Joshua Philbrook was Eleanor, who married Christopher Cushing, a dealer in boots and shoes. He bought a lot of land bounded on the north by J. Philbrook's, east by the Kennebec River, south by south side

of North street, and west by High street. His dwelling was on the corner of North and High streets. He gave North street to the town, and sold the lot for the Female Academy on North street, in 1804. Mr. Cushing dying soon after giving a deed for the site of the old school house, the price named in the deed was probably never paid. Martin Cushing, a brother of Christopher, built the school-house, Caleb Leavitt and Robert Lemont serving with him as apprentices, and Joseph Donnell as journeyman. Christopher Cushing died in 1805, and Mrs. Cushing married William Lee, of Phipsburg, who lived on Lee's Island, in 1811. Mr. Cushing was one of Bath's thrifty and prominent pioneer citizens.

Jonathan Davis was, in his day, the first merchant of Bath. He lived in a house nearly opposite the site of the Old South Meeting-house, on High street, which he bought of Sir John Barnard, who had built it before the Revolutionary War. Mr. Davis built and occupied the wharf and store that was occupied by Levi Houghton during his business life, and is now in existence, north of the offices of Houghton Brothers. It is now about one hundred and six years old. This Mr. Davis was the father of Jonathan Davis, Jr., of Boston, and Samuel Davis who built the house that is now the Orphans' Home. Davis, Sr., was a Calvanist, but was so much engrossed in his business as a merchant that he took no part in the theological controversy then existing between the two parties of the Bath parish. None of the descendants of Mr. Davis remain in this city, and his large real estate has passed into the hands of others. It is believed that Mr. Davis died in Boston.

David Trufant, called King David, was deputy collector for this portion of the collection district of Massachusetts before the adoption of the United States Constitution. "This Mr. Trufant was a man of an iron will. He would not turn out of the way he thought right to save his life. He had one daughter, Mrs. Snipe, who lived on Arrowsic Island, to the advanced age of more than 84 years; one of his sons, Gilbert Trufant, was a prominent merchant of Bath. His grandchildren were Gilbert C. Trufant, of the former ship-building firm of Trufant, Drummond & Co., Mrs. Wm. D. Sewall, Wm. B.

Trufant, and Mrs. John N. Smith. Mr. David Trufant left two sons at his death, in December, 1815, Joshua and Seth, who, it is believed, left no descendants in direct line."

John Peterson was a native of Duxbury, Old Colony, and a descendant of the old Pilgrim stock. He first settled on the Brunswick side of the New Meadows River, where he built vessels and extensively carried on the West India trade. He built a dam and tide mills on the New Meadows, and dug, with others, a canal connecting the head of that river with Merrymeeting Bay. This canal did not answer his expectations, though, for some time, he ran logs through it to his mills. His business increased, and as early as 1798 he removed to Bath, and occupied the small house now standing on the point immediately above his ship-yard. His son Daniel owned and occupied the Major Harward house and farm. John Peterson was the owner of two hundred acres of land, extending east and west, from the Kennebec to the New Meadows River, contiguous to his homestead, known as the Peterson farm. He carried on business extensively in building and sailing ships, and about the year 1809 he left Bath for Liverpool. He carried with him two ships and their cargoes, all owned by himself. One of these ships he called the Fair Lady. Of this he took command. He sold both ships and cargoes in Liverpool and returned to Newport, R. I., and settled in Portsmouth, on the island where he died at an advanced age. One daughter was Mrs. Abigail Stewart, Bath; one of his sons, Daniel Peterson, Portland; one grandson, John Bosworth, merchant, at Bath; Miss Lucy Peterson, Boston, Mrs. John Patten, and Miss Jane R. Peterson. Mrs. S. H. Jenks and Daniel Peterson were grandchildren of John Peterson, and children of his son, Capt. Levi Peterson.

Levi Peterson, who was a ship-master and ship-builder, was known as a man of noble bearing and a Hercules in size and strength. But he is now nearly "forgotten in the city" where he once passed in and out, and filled the measure of his friends' and children's hopes. The wife of Levi Peterson was the daughter of Col. John Reed, of Topsham, who was a brave offcer in the Amer-

ican army under General Gates, fought at Bemis Heights and at Saratoga, and was present at the surrender of Burgoyne. The other grandchildren of Colonel Reed in this city were Col. Edward K. Harding, Mrs. James F. Patten, Mrs. Charles W. Holmes, Mrs. Dr. T. G. Stockbridge, David T. Stinson, David Patten, Lincoln Patten, Miss Rachel Patten, and Lucy Stinson, who married J. W. Elwell, of New York. Mr. Peterson weighed four hundred pounds.

John Lemont, ancestor of all bearing the name in this vicinity, if not in New England, was born in the County of Londonderry, Ireland, in the year 1704. At the age of eighteen he emigrated to America, and settled first in Georgetown, now Phipsburg, in that part of the town known by the name of Dromore. His farm contained from three to four hundred acres, and extended from Dromore to New Meadows River. Here he built a rude hut, in which he resided for forty years. In 1762, becoming dissatisfied with the farming land at Dromore, on account of its being much broken, he sold his farm to William Butler, of Georgetown, and removed to the banks of the New Meadows River, in what is now West Bath, where he cleared a farm and built him a log-house, which was of necessity the primitive style of all dwellings built by the pioneers of our state. He built vessels at the New Meadows River. His son, John Lemont, Jr., was born in West Bath in 1740. He entered the colonial military service in 1758, and was made a sergeant; was at the taking of Ticonderoga and Crown Point from the French, in 1759, prior to the capture of Quebec by General Wolf. When the tidings reached Bath of the battle of Lexington, in April, 1775, two companies of militia were raised for active service, to one of which he was appointed captain, and with his command, in Col. Samuel McCobb's regiment, joined Washington's army, and under Colonel Bradford was in the battles of White Plains, Ticonderoga, and Saratoga, where he witnessed the surrender of Burgoyne. After his return home he became Colonel of the Bath regiment, and was commissioned by Governor Hancock, of Massachusetts, in 1788. The other field officers were John Reed, Lieutenant-Colonel, Topsham, and Edward H. Page, Bath, Major. The regiment mus-

tered the same year, 1788, for the first time, immediately south of the ground where subsequently was built the Bath Hotel, which was erected in 1806. At the age of seventy-four years he joined, as lieutenant, the famous large company, composed of those exempt from military duty, formed for the purpose of aiding the regular forces in protecting Bath from threatened attacks by barges from the British blockading ships at the mouth of the Kennebec, and was called out for active duty at the "great alarm" of June, 1814. Captain Lemont died at Bath, at the advanced age of eighty-six years, in 1827. He left numerous descendants of respectability, the youngest of whom bearing the name in the male line was Charles B. Lemont, who inherited the ancestral military spirit and raised a company of young men, the "Bath Cadets," in Bath in 1840 or 1841, of which he was captain, making an unusually fine officer. He married Miss Mary B. Rouse, of Bath, daughter of William Rouse, a most amiable and worthy lady, and they had a numerous family now living in Boston and Waltham. His father was Levi Peterson Lemont, who was an an old resident of Bath, and compiled and published a book of "Dates" pertaining to historical local events of this city and surrounding country. His last years were passed with a married daughter in Clinton, Iowa, dying at a very advanced age.

Peleg Tallman.— In the latter part of the last century, Peleg Tallman was one of the magnates of this ship-building city. In person he stood over six feet high, of commanding figure and carriage, with face smoothly shaven after the fashion of the times. While in no sense a dandy, he paid suitable attention to his personal appearance, and was a good representative of the old-time prosperous Bath merchant. He was one of a trio of Bath magnates who kept their coach and pair, the others being Governor King and Capt. William Sylvester.

Squire Tallman built his ships in the yard on the opposite side of the street from the Public Library Building. To the north of this was his wharf, which was extended, in after years, to its present length, forming the present Boston steamer landing. On this wharf

stood his old store, now in existence though remodeled. It was here the young boys of that day, contemporaneous with the respected citizen, John Hayden, were accustomed to gather in search of bits of old rope from which to pick oakum, the sale of which, at six cents a pound, would serve to keep these youngsters in spending money. When the "Old Squire" looked amiable the boys obtained their rope; when the old gentleman was in bad humor, they got, instead, "the rope's end" laid over their jackets by the nimble ship-builder, who would chase them off his premises with great enjoyment.

Mr. Tallman purchased the then modern two-story house situated on grounds now the City Park. It stood where is the pavilion and flag-staff. The property connected with the dwelling comprised the Park grounds, and, extending north, took in the territory between Front and Washington streets, as far as Oak street. The house faced east and the entrance to the grounds was through the northeast corner, on Front street. On the west was a magnificent orchard, and the entire grounds were a well-kept lawn. A railing ornamented the roof of the house, and flower beds the grounds.

When Mr. Tallman had nearly reached four score years and ten, and lay on his dying bed, his wife urged him to have the Rev. Dr. Ellingwood sent for, but the old man declined until the last day, when he remarked to her: "Well, Rena [Eleanor], you may now send for the minister, it would, perhaps, be more decorous." The clergyman came and the eminent ship-builder and public man died with the blessings of Christian ministry.

Of his family, his sons were Scott, Benjamin Franklin, James, and Henry; the daughters became Mrs. Tileston, of Boston, Mrs. George H. Gardiner, Mrs. Sturtevant, and Mrs. Smith. During the life of his mother, Scott, the eldest son, managed the estate. He defined the northern boundery of the Park by laying out Linden street, on the north side of which he erected several dwelling houses, one of which is now occupied by the Rev. Dr. Fiske. Mrs. Tallman was a daughter of Capt. John C. Clark, a wealthy business man of Bath.

From the Tallman estate the Park was sold to the city for $10,000. The old mansion house was sold at auction, for $200, to Crosby

Sewall, and now stands on the corner of Oak and Front streets and is occupied for a store with tenements above. In its day it was the largest and only three-storied house in town.

During the embargo, non-intercourse, and war of 1812, Sweden was a neutral nation and much commercial business was done by her merchants with this country. Through Peleg Tallman, who was accredited resident consul for Sweden, at the Port of Bath, considerable business was transacted by that nation in Maine. The trade extended to New Hampshire, where there was a United States Custom House.

Patrick Drummond.—It was on the line of the Winnegance Carying Place, on the south border of it, that Captain Patrick Drummond established himself soon after his arrival from the old country in 1729, with his father, Alexander Drummond and family.

This location was about equi-distant from the head of Winnegance Creek to the Bay, over-looking the length of the Indian trail. He erected a timber garrison-house on a ledge, which was used also for a warehouse, and later a dwelling near it. The spot where stood the house, is now enclosed in a field a little east of the garrison where there are a few small trees and a slight depression in the ground, as found in 1888 by some of his descendents.

There he traded with the Indians, cut lumber, and worked his farm, and acquired a title to a large tract of land. He wisely made friends of the natives, acquired their language and was never molested by them. He brought up a large family of sons and daughters who married, had large families, whose descendants are found in West Bath, Bath, and other immediate localities, some of whom bear the name of Williams, Campbell, Elliot, Page, Reed, Drummond, and others prominent and innumerable. Mr. Drummond and his wife lived to a great age, and tablets to their memory can be seen in the Drummond Cemetery in Phipsburg. Captain Drummond's house was the only one on the west side of the Sagadahoc River not destroyed by the savages in their raids upon the settlers in this region during the first half of the eighteenth century He

was Captain of the first Company of Militia formed at Long Reach, in 1757, and was prominent in all public affairs of this locality.

Benjamin Riggs.—One of the most prominent men that ever lived in old Georgetown, was Benjamin Riggs. He was born in Gloucester, Mass., in 1759. His father having been lost at sea when he was quite young, he was apprenticed to a man engaged in the coasting business, and in early life became a skilful sailor. He was master of a vessel before he attained his majority. He carried on a large freighting business between various towns on the coast of Maine and those in Massachusetts, principally Boston, Salem, and Gloucester.

Early in the Revolutionary War he was anxious to join the army, but could not get the consent of his master, and, although never connected with the army or navy, he was taken prisoner five times by the British during the war. He often owned a part of the vessels which he commanded, and also a part of the cargo, and these in every case were destroyed or confiscated.

On his last capture, while on a voyage to Boston, he was taken to Bagaduce, kept all summer, and when discharged on parole, started on foot for his home. He was assisted on his journey by the inhabitants along the route, in ferrying him over the bays, rivers, and creeks that lay in his path, until his arrival at the house of Major Pearl, an officer in the Revolutionary War, in Edgecomb, on the Damariscotta River—foot sore, weary and penniless.

In the spring previous to his capture he and Miss Ruth Pearl, daughter of the Major, had made their intention of marriage pubilc, according to the laws of the times, but his imprisonment had postponed the consummation. However, in September, 1782, they were married, and two years after purchased the farm at the entrance of Robin Hood's Cove (now Riggsville), which has been the homestead of the Riggs family for more than a century. It has ever been the home of hospitality and refinement. Mrs. Riggs was, indeed, a *Pearl* of great price. No better or nobler woman ever lived.

Mr. Riggs was often a member of the General Court of Massachusetts, before the division of the State, and also of the Legislature

of Maine, when it met in Portland. At one time Phipsburg petitioned for a division of old Georgetown. Mr. Riggs was a member of the General Court. He was strongly opposed to the measure and exerted his large influence against it. But, distrusting his own ability as a speech-maker, he engaged a young lawyer, (a member), to speak in opposition. This he did to the great delight of Mr. Riggs. That young lawyer was Daniel Webster. Their united efforts, however, were unavailing, for Phipsburg was incorporated in 1814.

The foreign commerce of Mr. Riggs was wholly with the West Indies. He was often the sole owner of vessel and cargo, and he also built many vessels. In theology he was a Calvinist Baptist of the old school, and in politics a Democrat. He was a man of commanding presence and of remarkable native ability. His eventful life closed January 2, 1846, at the age of 87 years, leaving a large property. Mr. Riggs was identified with Bath in commercial pursuits, and a large owner in real estate.

David Stinson, son of Elder Samuel Stinson, was born at Woolwich in 1770. In 1793 he was a sea-captain and followed that business until 1801. He accumulated a handsome estate and settled in Bath. In 1802 he built a house on Front street, now occupied as a store corner of Front and Arch streets. He married for his second wife Jane Reed, daughter of Col. John Reed, of Topsham. Capt. Stinson was Postmaster of Bath about twenty-seven years. He died instantly in the Old South Meeting-house in 1842. His wife died the previous year. Samuel G. Stinson, David T. Stinson, and Mrs. James W. Elwell, of New York, were his children.

Samuel Winter was a notable citizen of his day. He was a son of the Reverend Francis Winter, Bath's first minister. Samuel Winter commenced business life sailing as supercargo in Bath vessels engaged in the West India trade. There were few commission houses at foreign ports in those early times, and young men were sent out in vessels, bound on foreign voyages, to transact the vessel's business. Eventually, Mr. Winter established himself in commercial

business in his native city, trading wholesale chiefly in what was then termed West India goods, such as sugars, molasses, and liquors, and owned a wharf at the upper portion of the town. Those were the days when New England rum was a prime factor in trade. This was made from molasses, and this was a great port for the importation of that article from the West Indies. The lower grades of smaller cost were well adapted to be distilled into rum. Accordingly Mr. Winter established a distillery a little south of where is now the gas house. He was having a fair degree of prosperity when he made a large purchase of molasses on speculation, and the price fell while his purchase was on his hands. He saw ruin ahead, and being of a very proud spirit he could not face a failure. He lived a widower, with his two unmarried daughters, in a modest cottage on the north part of Middle street. One night he sat up after all the others of his household had retired, wrote a note, which he left on the sitting-room table, walked down to his wharf, tied some stones to his feet and jumped into the river. The note told where his body could be found, which it was the next day. His sudden and tragic taking off was universally regretted, and the more so as very soon following this event molasses had a sudden rise in the market, which, if he had lived, would have restored his losses.

Mr. Winter was an unusually handsome man, tall, straight, and well-proportioned, always well-dressed, of suave manner, marked ability, and a leader in the old Whig party. At one time he was Sheriff of the County, and held other local offices.

Major Joshua Shaw was an older brother of Major David Shaw. He was a sergeant at the capture of Burgoyne. His mother was the lady who shot the bear on the west side of the road leading to Phipsburg, about one hundred rods south of the residence of T. W. Hyde. The widow of Joshua Shaw afterwards lived and died at Galveston, Texas, at the age of ninety years. She was his second wife, and they had had two children.

Major Joshua Shaw was also a merchant of distinction; he bought all the land of the White lot, from High street to the river, embracing the point and the tract now covered by the old erudition

school-house, and north to where stood the house of N. Groton, and so east to the river; for this he paid $650. He afterwards sold so much of it, in lots, as amounted to $40,000 in cash. He entered largely into mercantile business, but was overcome by the pressure of the embargo.

David C. Magoun commenced business in Bath, as an auctioneer, in 1821; afterwards was engaged in navigation, building and sailing his own vessels, mainly in the West India trade; kept a retail, and subsequently a wholesale, grocery store, doing an extensive business; was interested in banking; was much in politics, affiliating with the Whig party as a leader; was a member of the House of Representatives, Senator, a member of the Governor's Council, and the first Mayor of Bath; was a high Mason, and a member of Winter Street Church. He was a man of extraordinary executive ability and unswerving integrity of character. He died in 1872, at the age of 82 years, leaving children, of whom there are three sons now living.

Mr. Magoun married a daughter of William Webb, Bath's first Collector, who lived in the Webb-Torrey house, the site of which is now occupied by the Public Library Building. She was granddaughter of Isaiah Crooker, senior.

Abraham Hammatt came to Bath, from Plymouth, Mass., early in this century, and was engaged, for many years, in the manufacture of cordage. His factory was situated between Raymond's court and Middle street, and from Centre street to the Crooker line. The double house on the east side of Raymond's court was head house to his rope-walk.

"Mr. Hammatt was truly a wonderful man. His knowledge was universal, and very accurate upon every subject of literature and science, having no equal in town; possessing uncommon presence of mind, and a most extraordinary memory. He was a great reader and diligent student, retaining everything he had learned to the degree that he was in himself a complete encyclopedia, more accurate than the best of such publications on many subjects. He took great

pleasure in imparting his knowledge to others, in a manner that was delightful to listen to, while his statements proving truthful, implicit confidence was placed in them."

Having obtained a competency, he devoted his time to the acquisition of knowledge for which he had ample opportunity, having been a bachelor until he reached the age of fifty-five years, when he married Mrs. Dodge, of Ipswich, Mass., to which place he removed in 1836, where he passed the remainder of his days with this highly esteemed lady, who was well-fitted in intellectual attainments to be the companion of such a man.

Mr. Hammatt was something of an orator, and delivered an address at a Fourth of July celebration in Bath, to great acceptance to those who heard it. Mr. Hammatt was one of the most notable men in Bath of his day.

Nicholas Loring Mitchell was of Pilgrim stock, and born in North Yarmouth, October 10, 1765. His father, David Mitchell, was a graduate of Harvard, and during his life occupied many important public offices. The son, Nicholas L., came to Bath and entered into the mercantile and ship-building business, and was a deacon of the Old North Church. He married, for his first wife, Dorcas Drinkwater, of Portland, by whom he had two children. His second wife was Nancy McCobb, daughter of Gen. Samuel McCobb, of Georgetown, and they had ten children.

Ammi Ruhamah Mitchell was born in Yarmouth, September 24, 1787, his father having been Deacon Jacob Mitchell, who held high positions of public trust. Ammi R. became a citizen of Bath, where he entered into mercantile business, filled important municipal offices, was a deacon of the Old North Church, and died May 1, 1875. His first wife was Susan M. White, by whom he had two children. His second wife was Nancy Jones, married July 15, 1817, and she died September 17, 1867. Their children now living are: Greenville Jones Mitchell, who was educated in the city schools, is a merchant of the highest standing, a leading member of the Winter Street Church, and a citizen of probity and honor; Mrs. Elizabeth

T. Simpson, Caroline G. Mitchell, and Mrs. Julia Cutler Ring. The Yarmouth Mitchells have had five deacons in their families, and have been termed "the Deacon Mitchells."

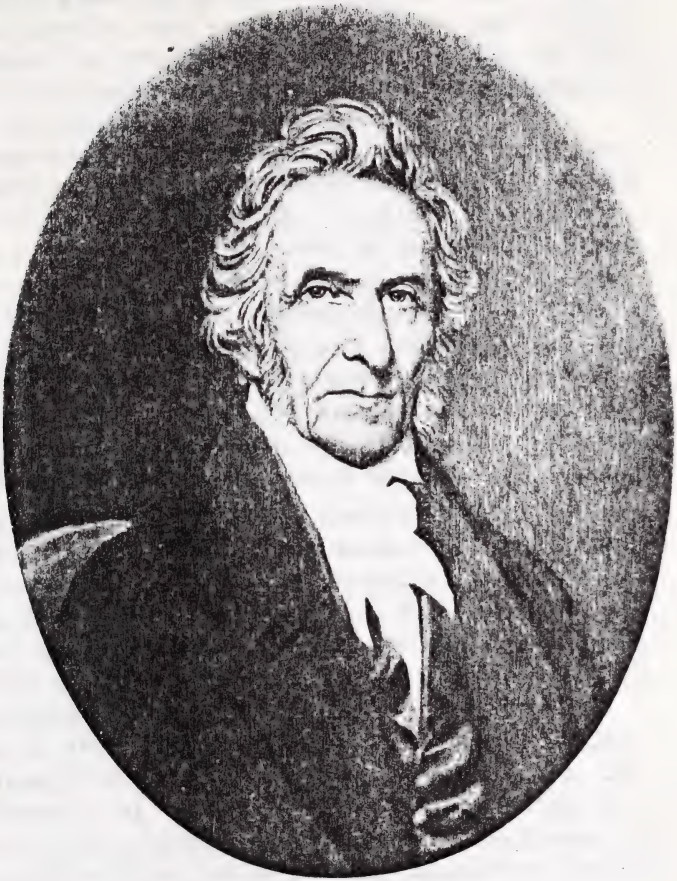
The Hyde Family.—Jonathan Hyde, second son of Zina Hyde, Sr., and Sarah Goodwin, was born July 20, 1772, in Lebanon, Conn. He was a half-brother of Zina Hyde. Early in the spring of 1792 he made his first trip to Kennebec, in pursuit of health. With health improved he for several years traded there in summer, and returned in autumn, passing most of his time while on the river either at the settlement near Jones Eddy, at Georgetown, or at Pownalboro, now Dresden, which were then the principal seats of commerce on the Kennebec, and spending his winters, more or less, in teaching school in his native state.

In 1799 he began his permanent residence in Bath, and opened a store for retail trade. In later years his attention was mostly given to the trade in iron and steel.

In 1802, his half-brother, Zina Hyde, came to Bath to be with him as an apprentice. In 1803, their sister, Sarah, came to keep his house. She married Rev. Jonathan Belden, in 1809; they settled in Bristol, Me., where she died, March 25, 1812. In 1809, Gershom Hyde came as an apprentice, and his brother Henry soon followed and settled here in 1811. They were cousins of Jonathan Hyde.

In 1807, Mr. Jonathan Hyde built the brick store and wharf he occupied for many years, on Water street, and which was taken down in 1886. From 1810 to 1822, business was done there under the firm of Jonathan & Zina Hyde. Previous to this, and afterwards, one or both were more or less engaged in navigation. About the year 1838, James Thomas Hyde, his eldest son, became a partner with his father. On February 4, 1809, Jonathan Hyde married Deborah, daughter of Dr. James Thomas, of Lebanon, Conn. They came to Bath in an open sleigh.

He was a staunch Federalist, of the Washington and Trumbull school, and at a time when party politics ran high, he was firm but not violent. In 1809 he was sent a Representative to the Legislature of Massachusetts, in which he continued for three years, under the



Jon Hyde

ARTOTYPE, E. DIERSTAUT N.Y.

administrations of Governors Strong, Gore, and Gerry, but the influence of the Democratic party having been strengthened, they succeeded in carrying their candidates. He was again elected, and represented the town, in 1815 and 1816. In 1816 he was a member of the Convention that met at Brunswick, to determine the question of separating Maine from Massachusetts.

He was Director in the Lincoln Bank for more than twenty years, and for twelve years of the most difficult financial period of the country he was President of the Bank. To old age he continued to enter, with zeal and intelligence, into the public interests and improvements, and to aid in the support of the benevolent institutions of the day. He died October 18, 1850, aged 78 years.

His wife, Deborah Thomas, was born in Lebanon, Conn., April 2, 1782. After the death of her husband, the house on South street was sold, and a house built on High street, opposite the Zina Hyde place, where, with her sons, Rodney and Adolphus, she lived until her death, December 3, 1863, at the age of 81 years.

Zina Hyde was born in Lebanon, Conn., October 14, 1787, and died in Bath, September 19, 1856. He married Miss Harriet Buck, at Bucksport, Me., June 10, 1816, and she died in Bath, January 2, 1817. Mrs. Hyde was born September 4, 1789, and came from a distinguished family, her father being Colonel Buck, for whom the town in which he lived was named. She was a very amiable and intellectual woman.

On April 13, 1840, Major Hyde married Eleanor Maria Little, widow of Israel Little, daughter of Isaac and Lydia Davis. She was born November 21, 1803, and died in London, July 28, 1885, where she was residing for her health, and where her son Thomas W. was present with her in her last days. There children were Thomas W., and Mary Eleanor who was born November 4, 1842.

Major Hyde was prominently identified with the business interests of Bath; commencing by learning the trading business with his half-brother, Jonathan Hyde, dealing in general merchandise, he shortly became a partner in the store for many years at the south end, in a brick building, when he finally opened business for himself, corner of Broad and Front streets, as Zina Hyde & Co., dealing in hardware

and ship-chandlery, and the establishment became the leading one on the river.

As has been noted elsewhere in this volume, Major Hyde was actively identified with the State Militia when he was a young man, rising from the office of Seargent of a "unifom" Company in Bath, to Adjutant of the Regiment and Brigade Major; doing efficient service at the time the soldiery were on duty for the protection of Bath in the war 1812, while the town was in danger from the hostility of blockading British men-of-war.

Major Hyde was the first to take an abiding and active interest in the movement for temperance reform, at the time when to use spiritous liquors as a common beverage by all classes of people was a universal custom. He was from early life of devoted Christian character, and first was a member of the Old North Church; became an intimate friend of Dr. W. Jenks, of the Old South Church, who together were embued with growing liberal religious principles, and he finally became a firm believer in the new doctrine of the Swedenborgian faith, in which belief he lived and died, and had been the chief founder of that church in Bath. He had travelled extensively abroad, and brought with him, from the shores of Europe, only a more devoted attachment to the institutions of his own country, and if such a thing were possible with him, a broader and deeper love of his race. His exquisite tastes were displayed in the many treasures of art which adorned his residence in this city. As a man of business he was active, upright, reliable, and free.

Edward C. Hyde, son of Jonathan Hyde, when a young man followed the sea for a time. He afterwards engaged in business in Bangor, and, while there, was active in the promotion of an enterprise which has much interest in connection with the early history of steam navigation in this country, in the building of the first iron seagoing steamer in America, a twin screw propeller to run as a passenger and freight boat between Bangor and Boston. The vessel was built at Wilmington, Del., under the personal supervision of Mr. Hyde. The enterprise was brought to an untimely end, by the loss of the vessel by fire, on her second trip from Boston. Mr. Hyde returned to Bath, and was, for several years, superintendent of the

Kennebec & Portland Railroad, and afterwards held several public positions of trust in his native city, and since 1870, up to 1893, the position of City Treasurer of Bath, a period of twenty-three years.

He married Miss Rebecca Tibbetts of Lisbon, at Little River, whose father was Hon. Moses Tibbetts, who held many offices. He was Justice of the Peace, Town Treasurer, first Selectman of the town for forty years, Representative of Lisbon from 1820 to 1840, and Senator for Lincoln County.

Thomas Worcester Hyde, son of Zina Hyde, was born January 15th, 1841, at Florence, Italy; only son of Zina Hyde of Bath, Me., who was a Brigade-Major in the war of 1812. His mother was Miss Eleanor Davis of Jamaica Plains. Was graduated at Bowdoin College in the Class of 1861, and also graduated the same year at Chicago University. He enlisted in a Chicago regiment which was not accepted on Lincoln's first call for seventy-five thousand men. Returned home and obtained papers to raise a company for the Seventh Maine Infantry. On going into camp with his company at Augusta was elected Major, and in the absence of the Colonel and Lieutenant-Colonel, took the regiment to the field. Was present with his regiment at the Seige of Yorktown, and battles of Williamsburg and Mechanicsville and all of the seven day battles in front of Richmond. Commanded the regiment in the battles of the Second Bull Run, Cramptons Gap, and Antietam. In this latter fight the regiment was ordered late in the afternoon to take a place where Stonewall Jackson had his headquarters. They broke through the lines of the enemy, suffering and inflictering great loss, losing all but sixty five men and three officers. In this fight Major Hyde's horse was three times shot under him and he was slightly wounded. After this battle the Seventh Maine was ordered to Maine to recruit, and its first battallion took the field the following spring. Major Hyde was soon after appointed Acting Inspector General of the Left Division, Army of the Potomac; when that organization was disbanded, was retained upon the staff of the Sixth Corps by General Sedgwick, as Aide-de-camp and Provost Marshal. Was present with General Sedgwick at the storming of Mary's Heights, and was

with his regiment at the battle near Salem Church. After which battle he was selected to present the flags captured from the enemy, to General Hooker, and was recomended for brevet promotion. He was with General Sedgwick at Gettysburg and all the battles following in which the Sixth Corps was engaged, and was by his side when he was killed near Spottsylvania. About this time was promoted Lieutenant-Colonel and remained on the staff of the Sixth Corps until his three years expired, when he was commissioned Colonel of the First Maine Veteran Volunteers, a regiment organizaed from the veteran Volunteers of the Fifth, Sixth and Seventh Maine Infantry. He joined his regiment in the valley and was immediately put in command, but twenty-three years of age, of the Third Brigade, Second Division, Sixth Army Corps, whose Commander, General Bidwell, had just been killed at Cedar Creek. He commanded this Brigade to the close of the war, leading with it the famous "wedge" assault of the Sixth Corps, which broke the enemy's lines around Petersburg. Was present at Sailor's Creek and at the surrender of Lee, and afterwards sent with a column under Sheridan to attack Joe Johnston in North Carolina. On this march took possession of the town of Danville, and Johnston having surrendered, was military Governor of Danville and the adjoining counties for two months. Mustered out in the summer of 1865 after four years' service. Was breveted Brigadier-General and selected to command a brigade in a Provisional Corps then proposed to be formed out of the Army of the Potomac for duty in the South. Then mustered out of service and went into the iron business in his native town, Bath, Maine, in which business he is engaged at the present writing, 1893. In 1873 was elected to the State Senate, where he served three terms, two of which as President of the body. The years 1876 and 1877 he was Mayor of the city of Bath. In 1877 he was appointed one of the Board of Visitors to West Point. In 1883 he was appointed by Congress one of the Board of Managers of the Soldiers' Home. Married in 1866 to Annie, daughter of John Hayden of Bath, Me., and has six children. President of the Bath Iron Works, an industry he has built up, employing in 1889, 190 men. He has always been a strong republican and in religious faith a Swedenborgian. Is

Commander of the Maine Commandery of the Loyal Legion, and President of the Sagadahoc and a member of the Cumberland, Somerset, and Metropolitan Clubs. He has been, for twelve years, a director of the Maine Central Railroad.

Charles E. Hyde, son of Edward C. Hyde, was born in Bath, November 26, 1855; attended the city schools, graduating from the High School, after which he spent three years in the School of Technology at Worcester, and one year in the Massachusetts School of Technology, Boston; then went on a trip to Europe for the purpose of examining the ship yards and engine works of the old country, obtaining much valuable information in his specialty. Upon his return he worked as a machinist in the Portland Machine Works; then as draughtsman in the Columbian Iron Works at Baltimore, being the first work he had undertaken as draughtsman; then in a drawing office of the Crampts one year; chief draughtsman for Ward, Stanton & Co., Newburg, N. Y., builders of all classes of fast vessels, affording him the advantage of working with Mr. Samuel Stanton, who is a man of remarkable ability as a designer of marine engine work. Returning to his native city he entered the employ of the Goss Marine Iron Works, in 1884, as chief draughtsman and superintendent of the works. While in the employ of these works he introduced the practical use of the triple expansion engine, the first used in this country, now become universal. When these works changed ownership, Mr. Hyde engaged with the Bath Iron Works Company and has continued its daughtsman and constructing engineer to the present time. In the construction of the government naval vessels, the Machias, the Castine, and the Katahdin, Mr. Hyde was chief draughtsman and constructor of the engines and machinery work for all of these war vessels.

As a citizen of Bath, Mr. Hyde has taken interest in local public matters, as member of the Board of Trade, and several terms on the Board of Aldermen and one term its president.

June 10, 1885, he married Miss Georgiana Miller, of Newburg; they have four daughters, whose names are Margaret, Emily, Dorathy, and Annie; and has a pleasant residence on the attractive banks of the Kennebec.

Rodney Hyde followed the sea for several years; was a clerk with Zina Hyde, and since 1842 has spent most of his life in Bath, unmarried. In 1892 he gave a free deed of land for a site for a contemplated "Home for Aged Couples and Old Men," on Weeks street.

WILLIAM KING, Maine's First Governor.—Of all the eminent men who have been citizens of Maine, less has been published of the career of William King than that of any of his contemporaries; yet few have placed their mark so conspicuously upon the public affairs of the state as he. To accomplish a full history of his life and his services at this day is attended with difficulties. Among his voluminous papers few can be found of value to the historian.

For over fifty years, William King was a resident of Bath, yet his name and fame belong to the whole state, as it was his energy and perseverance, in a great measure, that sundered the tie to the Commonwealth of Massachusetts and placed Maine as an independent state in the Union. Bath, however, is identified with him in that close and more sympathetic tie that results from familiar companionship in the more quiet walks of life; from a thorough knowledge of his manly character, his honorable dealing in matters of business, his devotion to right, his undoubted intellectual ability and statesmanlike qualities, all of which he used freely for the benefit of the town as well as the state.

His grandfather was Richard King, who came to this country from Kent, England; his father was also of the name of Richard and came from Watertown, Mass., to Scarboro in 1745. His father was twice married, his first wife died in 1759, having had a son and two daughters. Rufus King was the son of this marriage, and was one of the great men of the day of Washington, Adams, and Jefferson. His second wife was Mary Black, of York, from which union there was three daughters and two sons, Cyrus and William. William was born in 1768, at Scarboro. William was less fortunate than his brothers, in the matter of a liberal education, as his father died when William was only seven years of age, leaving the bulk of his estate in lands that did not yield much income; William had therefore to

make his own way in the world and went to work in a saw-mill at Saco. When he was nineteen years of age a division of his father's estate was made, and his portion was a yoke of two-year old steers. With these, in the the spring of the year, he started east to seek his fortune. He stopped at many of the houses on the way offering to work for his board without finding employment. It was cold when he reached Bath, and came into town barefoot, not being able to own either shoes or stockings. Failing to find any employment he went to Topsham where he went to work in a saw-mill and by industry and frugality soon owned half a saw and afterwards a whole mill. After a while he formed a partnership with his brother-in-law, Dr. Benjamin Jones Porter, and opened a store, which was conducted by Porter, King continuing his lumber business. Mr. King was one of the incorporators of the toll bridge crossing the river at Topsham. The first cotton mill in Maine was at Brunswick, erected in 1809, and King was one of the incorporators and one of the principal owners. While living at Topsham he built five vessels, consisting of one ship, two brigs, and two schooners. His first vessel was built at Brunswick in 1793, another in 1793; a ship at Bath in 1794; a brig at Topsham in 1799; a brig at Bath in 1798; from 1800 to 1815 he built four ships and five brigs at Bath, and was owner and manager of other vessels.

When General King first came to Bath, in 1800, he opened a store in connection with Peter H. Green. He also had wharfs and warehouses. He organized the first bank opened at Bath, of which he was president, having full control. He possessed much real estate in Bath and other parts of the state. Originally he owned the territory of what is now the town of Kingfield, in Franklin County, which was named for him. He was accustomed to visit his town once or twice a year, going up from Bath in a carriage with his family. He took great delight in Kingfield, where he had much land under cultivation. He owned the stone-house farm, some two miles from Bath on the Brunswick road. It was originally built for a shooting-lodge by a party of English sportsmen. It was notable for its large orchard of five hundred fruit trees of great variety, and on it were raised large quantities of potatoes for shipment to the West Indies.

When the state-house at Augusta was built, he was at the head of the commissioners who superintended the building.

In General King's day the military had a high prestige, and as a military man he was conspicuous. He was popular with officers and men under his command, and this was particularly shown when he received the appointment of Major-General, at Boston, and on his coming home the military of Brunswick, Topsham, and Bath turned out to escort him into town. Besides in service as Major-General of militia, he had a commission of Colonel of the United States army as recruiting officer of United States volunteers, in the District of Maine, upon the declaration of war in June, 1812. He recruited a regiment in Bath early in 1814, and was engaged in recruiting another when the war closed.

He began his political career in Topsham, at the early age of 27 years, by representing the town at General Court in Boston in 1795 and 1796. In 1800, he was elected Representative to the Legislature of Massachusetts, from Bath, for three years; and 1807 and 1808, was elected Senator to represent the Lincoln district.

General King was a leader by nature, in military, civil and citizen life; when appointed on a committee, King was the committee.

During the many years which General King served in public life, his record shows a desire to legislate for the people. The so called "Betterment Act" was of special significance. The pioneer settlers went into the edges of our forests, made clearings, and prepared homes for their wives and children. Speculators then came forward and claimed a right to the entire property and proceeded to eject the settlers; they rose in rebellion, a surveyor for the proprietors was shot and suspected men were put in jail; a rescue was attempted and the militia companies were called out.

In 1802, General King, then a member of the Massachusetts Legislature, took the matter in hand and framed a bill that gave the original proprietors the choice to sell the land to those occupying it at its appraised original value or pay for the improvements. King pressed the measure through by the force of his character. He was likewise the father of the famous "Toleration Act," which annulled the law that had compelled towns to support a minister; a grand work of entire religious freedom.

The public services of General King will, however, be the most recorded in history in connection with the leading part he took in the question of the separation of the District of Maine from Massachusetts. He battled seven years for separation in every political convention of which he was a member, and it would not be much of a convention without King. The separation being effected he was president of the convention that framed the constitution of the new state, and no state ever entered the Union with a better constitution.

The people of the new state proved their appreciation of the eminent services he had rendered them, by unanimously electing him its first governor. During his term of office, he resigned to accept appointment as commissioner for the general government to settle claims in Florida.

His state did him the honor of selecting him out of all his distinguished contemporaries to be its representative in the national statuary at Washington. This statue of Maine's first governor was executed by Franklin Simmons, at Rome,—a native of Maine—representing him as in the prime of life. It has been said to be the finest in the whole collection, which is made up of the most eminent men from every state in the Union. On the occasion of the presentation of this statue to the government, Senator Hanibal Hamlin, James G. Blaine, Thomas B. Reed, Mathew H. Carpenter, Roscoe Conklin, and other eminent statesmen, paid tribute to General King's character.

Upon the institution of Solar Lodge at Bath, in 1804, William King was one of the charter members, and its first Master, and also Worshipful Grand Master of the Grand Lodge of Maine.

His mansion which he built in Bath stood, in the Governor's time, near the banks of the Kennebec, on the site of the present Custom House. The grounds were extensive; old-fashioned flowers and shrubs filled the front yard, while on the west and north was an extensive orchard of fine fruit trees, the pride of the Governor, and which was enclosed by a high stone wall. This house, in its palmy days, with its ample hall, broad stair-case, its chambers, with high post bedsteads and draperies, the coat-of-arms on the wall, the parlor, with its massive furniture, and French plate mirrors over the mantel, the silver service, with convex mirrors, the candles blazing

in the winter twilight above the glowing fire on the broad hearth, all going to make a picture of beauty and comfort. He was a great entertainer. With unbounded hospitality his house was the resort, from time to time, of eminent men and women of this and foreign lands. There was not one who could outdo him in table argument, and, though often forcible and abrupt in his speech to men, his manners were always gentle and courteous to ladies and children. His evenings were often devoted to whist, and it was even a common thing in those days to devote a portion of the day to cards, and General King's card parties came to be a decided feature in Bath society. There was the Governor in the showy costume of the day, ruffed, starched and frilled, seated in state in his long parlor, where his friends assembled. They would sit at cards until late in the evening, not forgetting a cup of tea for the ladies and a glass of wine for the gentlemen. There used to be hot rubbers. The gay dames of a quiet day, sitting around the parlor, and the fresh breeze blowing through the open windows, where one could sit and look up and down the Kennebec; then in the twilight his servant would harness up the span and drive the guests to their homes.

In 1802 General King married Miss Ann Frazier, of Scarboro. The marriage proved a very happy one. At the next meeting after the marriage ceremony, as was the custom of the time, General King and his bride "appeared out." The services were held in the "Erudition" school-house. Everybody was there in good season. At the proper time the couple walked deliberately in, when the General, with his commanding figure and dignified mien, with his beautiful bride by his side, made a pleasing sensation. Mrs. King was welcomed into Bath's best society, became a leader, and all through her life universal deference was accorded her many lovely traits of character.

Characteristics.—Some reminiscences of General King may best illustrate his traits of character. A meeting was held to arrange for a celebration of "Independence Day," and King, as a matter of course, presided. The customary resolutions were prepared by Judge Ames, who was a man of wide attainments and patriotic. He

evidently took in the situation as a fine opportunity to air his gifts as a rhetorician. He had prepared an elaborate preamble to his resolutions, spending much time on it, calling upon his friends for the purpose of reading the paper to them for criticism on both the matter, its writing and his style of reading, and completed the document to his entire satisfaction, ready for the meeting to which he looked forward as his coming triumph. The eventful day arrived, and when called upon for the resoultions he commenced reading his eloquent preamble, and had hardly gone through with the first sentence when General King exclaimed, in his decisive way: "Never mind the preamble, Judge, never mind the preamble, it is always about the same thing you know, never mind it, give us the resolutions." Thus spread eagle rhetoric was squelched by a presiding officer, who at the time was truly "king."

When General King was in his prime he was quick witted as well as profoundly intellectual. During the time he was one of the commissioners under the Florida treaty he was walking the streets of Wasington one bright moonlight evening in company with another gentlemen, when two girls flourishingly dressed came up close behind them apparently endeavoring to attract their attention. To avoid annoyance they turned a corner, but in vain; the girls followed close; they turned another corner, the girls still following, when General King faced about and thus addressed them: "Ladies, I can only say to you that we are not members of Congress." The girls followed them no longer.

Although friendly to the cause of temperance, he never gave up the use of wine and always had it on his table. On one occasion a judge was dining with him and refused wine on the plea that he was a member of a temperance society. Melons were brought in at dessert and the General poured wine on his; his guest did the same; a short time after a physician was dining with the General, he also refused wine, when King bluffly remarked, "Won't you have a spoon Doctor? recently Judge Blank was dining with me and he would not drink my wine but he ate it with a spoon."

It has been said that when some worthy ship-master, on returning from a voyage, would unroll before him the long columns of his

accounts, the restless Governor would interupt the whole by the exclamation, "Ah, that will do. We will lay these two accounts of debt and credit on the floor and find the difference by pacing them off."

A zealous member of the church to which he belonged, felt it his duty to labor with the Governor on account of his occasionally allowing the use of cards in his house. In his efforts to convince Governor King of the evil influences of such amusement, his fellow member remarked that it led to cheating, and that he always used to cheat whenever *he played.* "Ah!" said the General, "I dare say this is true, but you need have no fear for me; I never allow myself to play in such company as yours."

Early one morning the stage drove up to the door of King's residence, and when his wife was about to enter it he discovered inside the stage, a Frenchman with his dog. "Driver!" thundered the irate General, "take this dog out." The frightened foreigner, dog and all, leaped from the stage, muttering; "I have seen the King of England; the King of France, and other Kings, but this King of Bath is the biggest King I ever saw."

In about 1834 a club of young men, the Zetetic Club, was formed in contradistinction to a lyceum of older and more conservative men, and the members, after a long discussion of the education question, prepared to act in concert at an annual town meeting on a measure to be offered to improve the schools. It was arranged to proceed in this wise: An order, prefaced by suitable remarks, was to be offered by a member designated, to raise for schools an additional sum of $3,000 more than was required by law to do, and consequently would provoke strong opposition from large tax payers. It was arranged that a dozen or so should be ready to reply in turn to the opposition, and that they should be well distributed in the house so as not to appear to act in concert. Town meeting was held and the "order" offered, and immediately assailed by General King, who did not make any lengthy remarks, seeming to be confident, as he had always before "carried the town," that it was only necessary to make known his wishes to have them fully carried out. To his manifest surprise, however, no sooner had he taken his

seat than a vigorous reply was made to his remarks by the man who had offered the order and between whom and King there had been some previous sparring on some other question. To effectually silence him, King arose, looking straight at his opponent, with the remark that he "would willingly favor the appropriating more money for the support of schools if it would result in preventing the children of some men from being as ignorant as their fathers have shown themselves here to-day." No sooner was the general seated when another advocate of the measure was on his feet in a distant part of the room, presuming to antagonize the long-time dictator. Amazed at this audacity, General King rose again and with more extended remarks apparently thought he had silenced the reformers. Then a voice from a far corner of the house is heard, dashing aside his arguments with audacity, Again General King takes the floor, and no sooner is he seated than Robert Babb assails him and evidently pitches into his feelings to some purpose. King inquires of those around him, "who is he?" and arising with glaring eyes looking around the room, says he: "Mr. Moderator, I should like to know what we are coming to! Who is this Mr. Roberty Bobberty Babb, and the rest of them, are they going to rule the town?" The other members continuing to reply and assail him, General King, thoroughly amazed at this audacity, inquired of a neighbor what it all meant, "this happening in such a manner," and he arose in his mighty indignation to say: "Ah, Mr. Moderator, I have just learned where all this mischief comes from; it is the Zetetic Club; and what do we see?" pointing with his finger, "Why, its cockadodle here, and its cockadodle there, and its cockadodle everywhere; and what does it all mean?" But the "cockadodles" carried their point with the complete overthrow of King rule.

When General King and others seceded, in the year 1802, from the North Church and Society of Bath, and built the South Church, congregational clergymen declined to install Mr. Jenks who had been engaged for pastor, on the ground that there was no church. When this state of facts was made known at a meeting of the South Society, Mr. King promotly exclaimed, "We must have a church, must we? I'll have one immediately." He sat down and wrote a

document to be signed by such as were willing to enroll themselves as members. To quiet any conscientious scruples any might have in belonging to a church when not a professor of religion, he explained that their wishing to organize a church was simply a form and matter of business. Signing the paper himself, he took it around for others to sign, and very soon obtained the required number. On returning home from the meeting, he explained to his wife what he had done, and asked her to head the list for lady members. She said, "I cannot, I cannot." "Why not?" asked he. Said she, "I am not good enough, you know I am not a Christian." "Ah," said he, "jine, Annie, jine, I have jined, and you are a d——d sight better Christian than I am." She "jined" and the church was founded.

The Governor had a commanding figure above middle height, bright piercing eyes, shadowed by heavy, coal-black eye-brows, which retained their color even after his hair become white. It was said that in anger or when filled with righteous indignation his eyes had a flash that few cared to encounter. Many still remember him attired in his military cloak with scarlet lining, and his dignified mein and distinguished countenance made him always an object of interest in public or private life.

The family of his son, Cyrus W. King, consisting of a widow, son and daughter, reside in Brunswick, the son a physician and the daughter an artist.

When General King died, June 17, 1852, he was buried with military, masonic, and civic honors, the Governor and distinguished officials being in attendance. He was enterred in the old cemetery, where the state placed a monument of granite of suitable proportions to his memory, his wife resting at the same spot.

The Patten Family.—As far back as 1119 mention is made of a Patten family at Pattine, near Chalmsford, Essex County, England. Various Richard Pattens are spoken of in different eras as men of worth and filling high positions, particularly in church government. In the fifteenth century a number of families of that name emigrated to Scotland from Essex County, and from thence to

Ireland in 1630. It is supposed that Actor, or Hector Patten as the English call it, was a descendant of this branch. He was born in Belfast, county of Derry, about 1693, and immigrated to this country in 1727. He was accompanied by his brothers, William and Robert. Actor came to Saco with his brother William, settling in that portion now known as Old Orchard. After living here forty years he made a new home at Frenchmans Bay, now Sullivan, in the then District of Maine, a short time before the Revolutionary War.

His first wife's family name was Sotor; his second, whom he married in this country, was a Mrs. Armstrong. He had three sons, John, William, and Mathew. John, his eldest son, was born in 1717. He married Miss Maria Means, of Saco, a pious and worthy woman. He settled in Topsham, Me., and lived on a farm pleasantly situated in sight of Merrymeeting Bay.

His grandson, John Patten of Bowdoinham, from whom these genealogical records have been gleaned, says of him: "He lived to a green old age, beloved by his friends and respected by all. He was honest, industrious and upright in all his dealings. Besides attending to the cultivation of his farm he did all the blacksmith's work of the vicinity. Later he engaged in ship-building, and accumulated coniderable property. He was a man of good appearance, quick and active in his movements. He raised a family of eight sons and six daughters. The daughters married into the Fulton, Randall, Jameson, Harward, Maxwell, and Winter families. The descendants of the sons were numerous. John Patten was a deacon in the Congregational Church in Topsham and was always an exemplary Christian; strict in his observance of the Sabbath, he enforced like rigor on his house-hold. He died in 1795, aged 77. His son Thomas was born in Saco in 1761, and married Catherine Fulton of the same place. He came to Topsham with his father, and there were born to him there several sons and daughters, among whom were George F., James F., and John, all of whom settled in Bath while young men."

John Patten, of Bath, was born in Topsham, August 27, 1789. He followed the sea during his early years. In the war of 1812–15 he was mate with Capt. Levi Peterson and was taken prisoner five times. Through these mishaps he found himself penniless at the close

of the war, and was obliged to use his month's advance to purchase an outfit, but through his energy and ability, we find him in 1816 owner and master of the brig "Ann Maria," of 153 tons register, of Topsham.

Captain Patten came to Bath in 1820 and formed a partnership with his brother, George F., in 1821, under the firm of George F. & J. Patten, a partnership that lasted forty years. Their ship-yard was next south of the present office of A. Sewall & Company. Their first vessel was the brig Jasper of 222 tons. The remaining forty vessels built by these brothers were mostly ships. After the dissolution of this firm, Captain Patten entered into partnership with his son, Gilbert E. R. Patten, and they occupied the yard adjacent to that of Major Harward. The first vessel by this firm was the Nimbus in 1869. Captain Patten always retained an interest in other shipping, becoming part owner in steamers and ships built by other firms. It has been estimated that he was an owner in sixty-five vessels. The following published at the time of his death gives an idea of various positions of trust held by Captain Patten and the various benevolent acts scattered through a long life. "For several years up to the time of his death, he was a Trustee of the Bath Savings Institution, Old Ladies' Home, and Director of the Lincoln Bank. He was one of the first members of the Merchants Exchange, afterwards known as the Bath Board of Trade; was a stockholder, and for many years manager of the Bath Gas Light Company, and president of the Patten Library Association. He was largely interested in building the Sagadahoc House and gave a large sum for its completion. Endowed with a benevolent heart, he gave largely to churches, public institutions, and private enterprises. He gave several thousand dollars to the Old Ladies' Home, a goodly sum towards the erection of the High School Building, and the Soldiers' Orphan Home was frequently a receipient of his bounty." He was a constant attendant upon the public services of the Central Church and gave liberally to religious objects, although not a church member. He was a member of the first City Council of Bath, and served the city as Mayor in 1851 and 1852. He also represented the city one term in the Legislature.

Captain Patten was 31 years old when he made his home in Bath. yet he lived here an ordinary life-time. Very few attain to his age of 97 years and 6 months, with perfect health and unimpaired faculties, and it is a rare instance where one of advanced age has been able to give personal attention to business to the very last days of his life. His gentle, beaming countenance was a pleasant sight for old and young. The restless spirit that so strongly marks this age, seems to have passed him by; he moved serenely in our midst, receiving the respect and regards of the entire community, and at each recurrence of his birthday of later years, a large number of citizins were accustomed to assemble at his dwelling, to do honor to the good citizen and venerable man.

Captain Patten was twice married. His first wife was Miss Betsey Bates of Boston. They had two children, Thomas and Gilbert E. R. Patten. Thomas became a sea-captain and died at middle age; Gilbert also went to sea, commanded his father's ships, and in the latter part of his life retired from the sea and joined his father in building ships. The mother of these sons having died, the father married a daughter of Levi Peterson of this city. They had a daughter who died young, and a son, John L., who died just as he reached maturity.

Captain Patten survived his second wife thirty years. The following extracts from Rev. Mr. Dunnell's sermon on Captain Patten's life and character are fitting tributes to an active, harmonious, and peaceful life: "It is not as a person valuable for his age, it is not as a successful money getter, one estimated by the figures of his taxes, but pre-eminently as a *man* that Captain Patten stands within our memory. His remarkable health one may safely say to have been partially due to the robust nature of his moral character. His physician states that to the last of his life there was no organic difficulty undermining his physical life. He had never impaired his constitution. Though a little remarkable for a sea-faring man, he was not addicted to the use of tobacco in any form. Although brought up in a period when spirituous liquors were used with a freedom we can hardly comprehend to-day, he never used them in any but the most moderate degree, and of late years not at all. His

even, cheerful disposition was a great moral factor in his physical life. He was a man who never allowed himself what is popularly called the 'blues.' Gloom was not a companion that he tolerated in his home. He was what we would call a successful man and I only speak of it to point out another way in which his manliness has impressed itself upon us. His success shows his character, because it was his own. He was in every sense a self-made man. I can testify from what I have personally heard him say that he was sensitive to anything which seemed to reflect on a man of small beginnings. He had the keenest feelings about the value of a self-made life. 'There are few of us,' he said, 'who have not worked up from the smallest start.' It was not often we spoke together on religious themes, but whenever we did he always talked without reserve.—'Jesus has done everything for me.' This was the expression which he coined himself, and which he repeated again and again. Surely no one who knew his life would be slow to believe that it had such a source. His spirit can be easily understood, when I remind you of a simple incident. As he was one day on his way from his office to his home, a poor man stopped him, asking if he would not help to procure a coat, when Captain Patten quickly removed his own, gave it to the man in need, and himself proceeded homeward without any. Any unworthy person rarely received from him. He was discriminating as well as generous. Truly there was fulfilled in him the promise to the godly—'with long life will I satisfy him and show him my salvation.' "

George F. Patten was born in Topsham, the home of his ancestors, September 18, 1787. His advantages for an early education were limited, but his natural capacities made him a peer with all with whom he associated in his after life, whatever may have been their training. His early start in business life was in that branch in which he continued ever afterwards. Having been engaged in building boats, and later some small vessels, at his native town, he sought better advantages for ship-building by coming to Bath.

In this city he established a yard in which he built ships during his entire life, having, at different times, his brothers, John and and James F. Patten, associated with him, being himself the builder.

His regular build was one ship a year and he managed them all. The Patten fleet became the largest in the United States. He was the builder of forty ships and other classes of vessels. He first built the brig Statira, of 188 tons, in 1819, at Topsham. The first he built at Bath was the brig Jasper, in 1821, which was of 223 tons; his last ship built at Bath, in 1868, was the Japan, of 1,252 tons. He built two steamers to run on the Pacific coast, during the years of early California enterprises. The greater portion of the vessels of his building were ships of the larger class for those days. While his brothers, John and James F. Patten, continued going to sea they were in command of ships of the firm.

On coming to Bath to reside, not many years elapsed before Captain Patten became a very prominent man, both in businees and as a citizen. He was a large stockholder in the banks of Bath, especially of the Lincoln Bank. He was a Whig and later a Republican in politics. Never seeking, or indeed desiring, public positions, yet his fellow-citizens called him to responsible trusts, he having served several terms in the Legislature and in the City Government.

He was prominent in the affairs of our first railroad, of which he was one of the original projectors, lifted the first spadeful in its construction, and was one of its most powerful supporters in the difficulties which its construction encountered.

He was a member of the Board of Overseers of Bowdoin College; of the Board of Commissioners for Foreign Missions; was Vice-President of the Maine Missionary Society, and by far the largest individual contributor to its funds. While in the prime of his manhood, this eminent man became a professor of religion and a member of the Winter Street Church, of which the Rev. Dr. Fiske was the pastor, and who has warmly testified to his "true and sincere Christian character."

Captain Patten was large in statue, commanding and distinguished in his personal appearance. While always possessing more than ample means, his mode of life was that of comfortable simplicity, and his house was one in which there was always generous hospitality.

Captain Patten never went to sea, and derived his title of Captain

from having been in command of a company of the militia at the time he was living at Topsham. During the last war with Great Britian, he was on duty at the head of his company when the troops were called out to protect Bath, when the British men-of-war were off the mouth of the river, alarming the town in June, and again in September, 1814.

Captain Patten married in 1820, Miss Hannah Thomas who was born in Lebanon, Conn., in 1795. Their children were Catharine T. Patten, George M. Patten, Statira Patten, James F. Patten, Pauline Patten, Ann Augusta Patten, George Maxwell Patten, and Hannah T. Patten. George F. Patten died September 26, 1869.

James Fulton Patten was born in Topsham, June 28, 1790, and was educated in the schools of his native town. He then commenced a sea-faring life, during which he made his home in Bath, rising to the command of vessels. He sailed in Bath ships, chiefly those built by his brothers, John and George F. Patten; himself eventually becoming a member of the firm, in which he continued until retiring from active business.

He married a granddaughter of Col. John Reed of Topsham, and their children were Charles E. Patten and Frederic H. Patten. Captain Patten died in Bath, January 14, 1883, aged 82 years.

Charles E. Patten, son of James F. Patten, was born in Bath, January, 1834, was educated in the city schools, and when 16 years of age began life on the sea, making his first voyage with Capt. J. Q. A. Reed, in the ship Italy. He won deserved promotion and was captain of the ship Britania in 1856. Until 1882 he continued in command of different ships, and retired after thirty-two years' service. In 1857 he married Miss Jessie Jones in London. Since his return from the sea he has continued his interest in shipping, and is one of Bath's heaviest tax-payers. He was elected Mayor in 1890 and served one year with credit, and in 1892 was elected Alderman in a ward that is Republican, when he is an old-time Democrat. Since retiring from the sea Captain Patten has been a large stockholder and for years a director in the the Lincoln Bank. Himself and wife are liberal to the poor, and he has made generous dona-

tions to the support of the Free Public Library and other objects of benevolence.

Gilbert E. R. Patten was born in Boston, February 28, 1825. The home of the Patten family was in Topsham, Me., but Capt. John Patten, the father of Gilbert, made a permanent residence in Bath during his son's infancy. Gilbert was educated in the public schools, and his life associations and deepest interest centered in the home of his adoption on the Kennebec.

Like the majority of young men of his time, he made the sea his profession and entered upon it at the early age of fifteen years. Manifesting unusual ability for his chosen career he easily gained promotion, and at twenty-one was captain of the ship Haleyon, one of the youngest commanders that ever sailed out of the Kennebec. One who knew him well writes: "I was with Captain Patten when he first stepped upon the active stage of life, in the first ship he commanded, and although I believe not yet two and twenty, he exhibited abilities far in advance of his years: sound judgment, coolness and self-possession in danger, and a faculty to command, qualities so necessary to carry the ship-master safely through the thousand difficult passages that are sure to lie in his way. I remember him in his second voyage as master in a most perilous situation, one which called for the best qualities of the seaman to extricate his ship and save her from imminent wreck. He was equal to the emergency. With quick decision, he adopted the course which the event proved was the only one that could have brought him out of the jaws of destruction, and the decision, made with a coolness and precision that would have done honor to a veteran, carried his plan to a successful issue. Even in those early days, he was governed in his dealings and in his intercourse with men by principles of high honor, and I well remember the impression he made upon those with whom he was thrown in business relations in different countries, and the many words I heard spoken in praise of his trustworthiness and integrity."

On leaving the sea, Captain Patten became junior partner in the ship-building firm of John Patten & Son, and continued in that business until his health failed him in the prime of life and he was

forced to seek its restoration in various parts of our own land as well as in foreign climes. This practically closed a highly prosperous and eminently successful business career, and crippled energies that were freely given to enhance the prosperity of Bath and add to the happiness of his fellow-citizens. Endowed with a capacity for friendship, he formed, and retained through life, the regard and respect of a large circle. His kindly disposition and genial smile remained undimmed through years of physical suffering, which he bore unflinchingly, while his resigned and truly Christian spirit enlisted the sympathy of both his older and later friends.

He married, in 1859, Miss Emma M. Owen, daughter of Henry W. Owen, of Bath, formerly of Wayne, in this state. Captain Patten built a commodious and stately home on Washington street, where he died January 12, 1882. He left a son and daughter: John O. Patten; Clara M. Patten, married Richard E. Goodwin, of Augusta, February 10, 1887, and has one daughter.

Frederic H. Patten, the younger son of James F. Patten, was born in Bath, May 13, 1838, where he obtained such education as was afforded by the schools of his native place. When entering upon the business of life, he went to New York City and engaged in the shipping business. Upon the decease of his father in 1883, who left him a large property, he returned to Bath where he remained during the remainder of his life, attending to the business of his estate. On April 26, 1883, he married Miss Clara Allan Kendrick of Bath, who was a devoted wife till his death, July 23, 1889.

Mr. Patten was a quiet, unassuming gentleman, of striking personal appearance and genial manners, whose departure in the prime of life has been greatly missed by his numerous friends and acquaintances.

John Owen Patten was born in Bath, April 20, 1861, and his parents are Gilbert E. R. Patten and Emma M. (Owen) Patten. He acquired his education in the schools of his native city, afterwards taking a special course at Johns Hopkins University, Baltimore, Md. He went to Boston, secured a position on the reportorial staff of the *Boston Post* in 1884, and subsequently purchased

an interest in the paper, of which he was afterwards managing editor. He subsequently severed his connection with the *Post* and became executor of his grandfather's large estate (Captain John Patten), in connection with his brother-in-law, Richard E. Goodwin.

On February 23, 1886, Mr. Patten married Miss Lucy W. Larrabee, daughter of Mr. Charles W. Larrabee, attorney-at-law, in Bath, moved to Boston to reside, and later returned to Bath.

Mr. Patten has been a somewhat extensive traveler, having doubled Cape Horn and made a sailing voyage to Madeira and England with his wife. In 1887–8 they made a trip around the world, visiting many countries in Europe, as well as Turkey, Greece, Syria, Palestine, Egypt, India, Ceylon, Java, China, Japan, and California, and in 1892–3 passed a winter in Spain in the study of the Spanish language. Mr. Patten has never lost his liking for journalism, and has lately become owner and editor of the *Daily Times* of his native city, which he has considerably improved, both as to circulation and influence. Mr. Patten is president of the Bath branch of the Sagadahoc Loan and Trust Company, and a director of the Bath National Bank.

The Pattens have collectively and individually built from 1819 to 1875, thirty-eight ships, four barks, three brigs, two steam vessels, and one schooner.

The Houghton Family.—The Houghtons of Milton and Bolton, Mass., trace their family line back to the Hoghtons in Lancashire, England, the founder of the family having come to England with William the Conqueror, and having been assigned large estates in Lancashire as a reward for his military services. The family was an active one, taking part in public affairs and the civil wars.

The branch of the family in Massachusetts, from which the Houghtons of Bath are descended, was founded by Ralph Houghton. The legal proof of Ralph's parentage does not now exist, owing in part to the fact that Ralph, having been chosen clerk of his town in Massachusetts, was attacked by Indians and his office and all of its records were burned. He came to America for the purpose of enjoy-

ing in freedom his religious and political opinions. He had fought under Cromwell against Charles I. He landed at Charlestown, Mass., some time between the years 1635 and 1647. In 1647, he and nine others founded the town of Lancaster, Mass. In 1682, he settled at Milton, and after a brief residence meanwhile at Lancaster, he built at Milton in 1689 or 1690 the old Houghton homestead, which has ever since been occupied by his descendants.

Levi Houghton came from Boston to Bath in the schooner Sophronia, Capt. William Hayden, father of John Hayden, in 1802. He went into business in the northeast corner of a building located about fifty rods southwest from Davis', now Houghton Brothers', wharf. His stock in trade did not amount to over two hundred dollars, the chief portion of which consisted of ladies' and children's shoes.

He early commenced taking an interest in vessels. The first vessel in which he invested was the brig Betsey, which went out on a voyage to the West Indies and was lost. When Samuel Davis failed, in 1808, Mr. Houghton purchased his property and went largely into the grocery business, supplying vessels during the war of 1812 and later. In 1820 he began building ships on his own account, which he continued until far advanced in age, when he relinquished his business to his sons. His vessels were all built at the foot of South street. He managed his own vessels. He eventually relinquished keeping store, but retained trade in salt, wholesale and retail, his ships bringing in yearly cargoes from Cadiz and Liverpool on their return voyages from Europe.

Mr. Houghton was a member of the Central Church for many years and one of its deacons.

Levi Houghton was the son of Jonas and Lucy Houghton, and was born in Bolton, Mass., September 3, 1783. He married Charlotte Reed, daughter of John and Rachel Reed, in Bolton, November 3, 1813. She was born May 29, 1793; her father was born February 13, 1756; her mother was daughter of Ebenezer and Abagail Clark, and was born July 15, 1760.

The successors to the business of Dea. Levi Houghton were his sons, Levi Warren, Silas Amory, John Reed, and Henry L. Hough-

ton. At a later date Amory died. The same line of building ships and dealing in salt has been pursued by them as was that of their father, and with the like success. Outside of this they make no speculative ventures, and are largely interested in banks in the city, especially so in the Lincoln Bank, the oldest institution of the kind in Bath, and of which L. W. Houghton has been on the board of directors many years, as also one of the board of trustees of the Bath Savings Institution. They are citizens who are notable for attention to their own business, and whose word is as good as their signatures. Levi Houghton and Houghton Brothers have built thirty-six ships, three barks, and four brigs.

James McLellan, long identified with the business interests of Bath, was born in Gorham, May 7, 1777, and died in Bath, October 26, 1854, at the age of 77 years. His father was Capt. Alexander McLellan, who led a company to the siege of Biguyduce during the Revolutionary War in 1779. His son James commenced life a house carpenter at Monmouth, at the age of twenty-nine settled at Bath, in 1806, established a mercantile business, first under Music Hall, and afterwards at the foot of Summer street, near which was his ship-yard. He had Gen. Dwelly Turner for partner until his death in 1827, and afterwards his son, J. H. McLellan, keeping a store and building vessels for the West India trade on their own account.

In his political life he was a staunch Democrat, and though never seeking office was one of the electors for President and Vice-President of the United States during the War of 1812; was a member of the Massachusetts House of Representatives in 1816 and 1817, and later was a member of the Executive Council. Entering the military service, he became Captain of a Bath company, from which he rose to Major, and through all the regimental grades to that of Major-General in 1822, always an active and distinguished officer.

In religious matters he affiliated with the Methodist denomination and was conspicuous as one of the founders of the Wesley Church, of which he was a life-long member.

His house, at the top of the "hill" on Washington street, was ever the home of generous hospitality, clergymen finding always a hearty welcome, one of whom married his eldest daughter.

Prior to his coming to Bath to reside he married Lydia Osgood, at Hallowell, in 1799, and their children were: Harriet E. (Mrs. Husted), J. H. McLellan, Mary O. (Mrs. Robinson), Lydia (Mrs. Hawkes), Charles, Samuel, Caroline (Mrs. Dr. Rogers), Sarah B. (Mrs. Snow), Louisa H. (Mrs. E. K. Harding), Adaline D. (Mrs. J. H. Allen, afterwards Mrs. Roberts), and Rufus. The mother of these children was notable for her traits of womanly character, and was an enthusiastic member of the Methodist denomination.

General McLellan had the reputation of a man of strict integrity, active in business, and was one of the old-time merchants and prominent characters of Bath. He was a man of extraordinary energy and persistency, — a model specimen of the Anglo-Saxon Yankee character, — and through all the revulsions of commerce and trade for forty-six years maintained his credit. He built and owned, during the time he continued in active business, more than twenty-five ships and brigs, and, by his enterprise and example, was instrumental in doing much for the growth and prosperity of the city.

The Moody Family.—Joshua Moody, son of William Moody, one of the original settlers of Newbury, Mass., was born in England in the year 1633, about one year before his father came to this country. As he was prepared for admission to college by the Rev. Thomas Parker, he was undoubtedly well fitted to enter college, having enjoyed the instruction of this eminent, classical scholar. Mr. Moody graduated at Harvard College in 1653; after which he commenced the study of Divinity, and very early began to preach. He had, before leaving Cambridge, made a public profession of religion, and joined the church in that town.

Mr. Moody commenced his ministerial labors in Portsmouth, N. H., early in 1658, at which place he laid the foundation, and eventually gathered the first Congregational church in that town. In 1660, the town passed a vote for his establishment in the pastoral office, yet for some reason he was not ordained until 1671, at which

time the first church was gathered. As a minister, Mr. Moody was zealous and faithful. The church flourished under his pastoral care, and he was distinguished by his independent and faithful preaching.

The Governor of the Province suspected that the general influence of Mr. Moody was the chief obstacle for the accomplishment of his own plans of self-aggrandizement. He accordingly determined to drive Mr. Modoy out of town by a series of persecutions, which culminated in 1684 in getting him into prison, by the perjury of a witness, but he was soon after released.

After this persecution he went to Boston, May 3, 1684. The First Church made an arrangement for him to co-operate with Rev. Mr. Allen as assistant preacher. He was highly esteemed there, as a man, a scholar, and a theologian. Upon the death of President Rogers, July 2, 1684, he was elected President of Harvard College, which position he declined. His usefulness was seriously abridged by the anathemas which his manly resistance to the witchcraft delusion drew upon him. It was chiefly by his moral courage that a gentleman and his wife, who had been lodged in jail in Boston, were saved from the cruel doom which the laws awarded to persons suspected of witchcraft.

At length by the earnest entreaties of his former congregation he returned to Portsmouth, in 1692, where he spent the remainder of his days with his affectionate people. He died on the Sabbath of July 4, 1697, in the 65th year of his age. Dr. Cotton Mather preached his funeral sermon. The ninety-third volume of his manuscript sermons is in the Massachusetts Historical Society.

For the purpose of erecting a brick building at Harvard College, in 1689, Mr. Moody, by his exertions at Portsmouth, aided in obtaining the desired subscription for that object of £60 per annum, for seven years.

Rev. Samuel Moody, son of Rev. Joshua Moody, was a graduate of Harvard College, in 1689, and was for several years a preacher at New Castle, N. H. After a few years he laid aside his calling, and assumed that of a military commander with the rank of Major. He took command of a body of men in an expedition against the Indians, and frequently held a "talk" with them upon matters in dis-

pute. Mr. Moody eventually located himself with the new settlers at Falmouth, and has always been regarded as one of the principal persons who assisted in building up that colony. Mr. Moody was at the head of the committee who invited Rev. Thomas Smith to settle in the town. Maj. Samuel Moody may justly be called the leader of the little colony at Falmouth. In 1705 he had the command of forty men stationed at St. John's fort, Newfoundland. In 1709, he commanded the fort at Casco. While here, he had some correspondence with Father Ralle, the French missionary at Norridgewock. He became the organ of communication, repeatedly, during the war between the Indians and our government.

Maj. Samuel Moody had two sons. Joshua, the eldest, was graduated at Harvard College in 1715; Samuel his second son, was born at New Castle, N. H., October 29, 1699, and graduated from the same college, in 1718; studied medicine, and was a surgeon in the army of 1722. He afterwards received a military appointment, and died at Brunswick, Me., while commanding officer at Fort George, Sept 22, 1758, having nearly completed his 59th year, and is buried in the ancient cemetery at Brunswick.

While Dr. Moody was in command of the fort his sister's family, (Mrs. Esther Wheelwright), resided in the fort for safety. She had two small children, a boy and girl. They were sent out to school every day, a servant accompanying them to and from school. On one occasion, by some mistake, the man neglected to call for them. On their return alone, they were stolen by Indians, carried to Canada and by them sold to the French. The girl was placed in a nunnery. She became the "Lady Abbess." After many years her friends learned where she was, and endeavored to induce her to return to them, but she preferred to remain in the nunnery. She frequently communicated with her relatives, sending them little souvenirs, and also her portrait, an oil painting, which is in the possession of one of the Moody descendants.

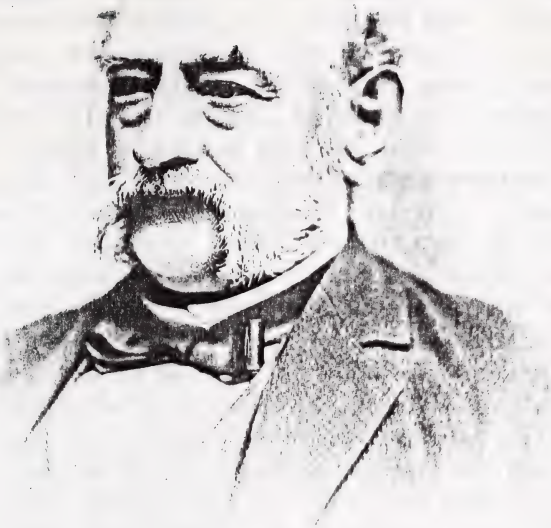
Samuel Moody of Portland, son of Dr. Samuel Moody, was a commissioned officer in the army at the time the English Frigates came into Casco Bay, with the intention of burning the town of Portland. Mr. Moody, being a Free Mason, was granted the priv-

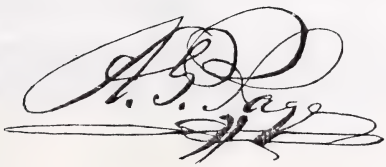
ilege of removing his furniture in a small vessel that he owned. In the haste and excitement of the moment, a feather bed was rolled up where the youngest child, a babe, was sleeping; it was not discovered until it was placed on board the vessel. When the child was found, it was nearly suffocated but it revived, and lived to a good old age. Mr. Moody removed his family to Mere Point, a portion of the town of Harpswell, where they resided for several years. Members of the family now have, in their possession, a few chairs that belonged to their grandfather, which were purchased for him in London, and were among the furniture that was removed in the little vessel from Portland to Mere Point. After a number of years, Mr. Samuel Moody removed from Mere Point to Bath, where several of his descendants continue to reside. Many of them were graduates of Harvard College—became men of eminence—clergymen of note, and attained honorable success in their various pursuits of life. In the early history of Bath, those of the Moody family have been conspicuous in the many and different relations of society. In the formation of the first orthodox church in 1797, the "Old North," there are enrolled on the list of members several of the Moody family. All accounts of the family agree that the name is a synonym of traits of character of the best and highest type, straightforward, outspoken, of marked ability and generous impulses.

John Minot Moody, son of Samuel Moody, and father of the present generation, commenced ship-building, with his brother Samuel, at an early day in Bath, which was at that period considered a large business. Their vessels were engaged in foreign trade. The first vessel built by the Moodys, was the schooner Fair Lady; several followed in succession, among them, the brig Amity, and top-sailed schooners, not a few. The schooner Marcus was commanded by Samuel Moody, Jr. She sailed from Bath, March 17, 1798, for Barbadoes, with a cargo of lumber and fish. On the 5th of May, he fell in with two French Privateers, which captured his vessel, plundering her, and placing on board a prize master and five men, permitting Captain Moody and one of his crew to remain on his vessel, and ordered her steered for Cayenne. On the 18th of May, Captain Moody managed to get the Privateer men into the

cabin, locked, and securely fastened them there, supplying them with food, by lowering it from the stern, to be taken in at the cabin windows. Upon resuming command of his vessel, he sailed for Barbadoes, arriving there in six days, and sold his cargo. On the 23d of June he sailed with his return cargo for Bath. The first of July he again encountered a French Privateer, which captured him, taking from the vessel much that was valuable, and placing on board fourteen American seamen, their prisoners; directed Captain Moody to sail for the United States, which he did, arriving at Norfolk about the middle of July. For a period of years, when France was at war with several nations, the ocean was infested with piratical vessels, and Captain Moody was particularly unfortunate, in being, for the third time, captured by another of those French Privateers. He had sailed on the 11th of May, 1799, from the Island of Jamica, for Bath, with a valuable cargo; after being out only six days was taken, a prize-master and three men placed on board his vessel, taking all hands from the Marcus, excepting the Captain, ordering him to steer for the port of Campache, where they arrived on the 23d of the same month. The Captain was robbed of all his effects and left destitute, to take care of himself as best he could. The Spanish government took possession of the vessel and cargo, appropriating the proceeds to their own benefit. The ship-yard of Messrs. Moody was just north of the present residence of Mr. Charles E. Moody, which is the original homestead of his father; now remodeled and enlarged, with all modern improvements added. It has the most attractive surroundings of any home in Bath. When the last war with England commenced, the Messrs. Moody had two of their vessels laden with lumber lying at their wharf. When the river became blockaded with English men-of-war, and Bath apparently in danger, their vessels were scuttled, and remained sunken with their cargo until the close of the war, when they were raised, and sent with their cargoes to Havanna, where the lumber was sold at a very high price, although a portion of it had become decayed. The vessels on their return brought sugar to Boston, where it sold at profitable prices.

Mr. John M. Moody, although much engaged, and interested in





shipping and mercantile pursuits, was also equally interested in the affairs of his town and state, and occupied several offices of trust and importance; was Captain of the Militia, and Representative to the State Legislature.

Charles E. Moody, son of John Minot Moody, was born in the ancestral home in Bath, and at an early age went to Boston to commence his business life, where with no capital but native ability, energy, and persevering industry, with a firm and fixed principle of dealing fairly and honestly with all men, his career was attended with marked success, chiefly in the wholesale grocery business. Having inherited a love for shipping, he had, in consequence, been accustomed to invest in some of the large ships built in Bath; had some vessels built solely for himself; was a member of the New England Ship-building Company of this city, in which he invested a large amount of money without profit to himself. Although having spent the larger portion of his life in Boston, Mr. Moody ever retained a warm interest in the city of his birth, had of late years made it his legal residence, and had ever been liberal in aid of its business and public improvements, contributing liberally to the Winter Street Society and also to the building of the Young Men's Christian Association edifice in 1892.

He was a member of the American Shipping and Industrial League, the Home Market Club, the Pine Tree State Club, the Commercial Club, the Chamber of Commerce, the Wholesale Grocers' Association, and was a director of several corporations.

Through his efforts in the direction of practical legislation in the vital matter of pure food and medicine, a question far-reaching and lasting in effects, Mr. Moody crowned a career that has proved alike useful and honorable. He was father of the important bill that provided for this object, and his unceasing efforts secured its passage through the Massachusetts Legislature.

Mr. Moody died October 29, 1893, leaving two sisters, the only surviving members of the family.

The Page Family are descended from John Page, who, with his wife Phebe, came from Dedham, England, with Governor Win-

throp, in 1630. He settled in Dedham, Mass., and was admitted in 1631. He died in 1676, aged 96. Joshua Page, descendant of John Page, was born in Atkinson, N. H., July 1, 1782, and the old homestead there, on the land originally granted to the family, is still occupied by members of the Page family.

Joshua Page was the youngest of ten children. He fitted for Harvard College, but gave up his plans for a college education and came to Bath in 1805. Here he made his home at the Mansion House, which was kept by Capt. Joseph Stockbridge, and, in 1816, married Captain Stockbridge's daughter Keziah. They resided at the Mansion House for several years and then removed to the house on the corner of High and Academy streets where the family still resides. Mr. Page taught for many years in the old Erudition School-house on High street, and died January 27, 1861. The following article was published in a Bath paper soon after his death :

"JOSHUA PAGE.—The columns of this paper have already recorded the decease of this esteemed and venerable citizen. He was born in Atkinson, N. H., July 1, 1782, of a family, as his own character gave good evidence, that inherited the true Puritan blood and training, and removed to this place while he was yet a young man. Many of our citizens—some of whom are considerably advanced in life—remember him well as their faithful teacher in the rudiments of useful learning. For thirty-two years he occupied, in this place, the honorable post of an instructor of youth. We have had no one who has stood here in the same capacity so long. He has filled other responsible positions, and when he resigned or completed his trusts, so far as is known, he has always merited the plaudit, 'Well done, good and faithful servant.'

"He was a man of great probity and single-hearted devotion to doing exactly right. Attentive to his business, quiet and retiring, remarkably reserved in communicating his personal feelings, never disposed to thrust himself into public notice, yet his eye keenly observed whatever was passing His judgment was sound, and the case must be rare indeed in which, when his opinion was finally formed, and his stand fairly taken, he could be pronounced to be in the wrong.

"Those who had not penetrated through his habitual reserve could hardly have suspected how warm and affectionate and gentle a spirit he possessed. In his own family and in the immediate circle of his friends, these traits of character, added to those others of which the public also had some knowledge, made him to be prized as only something less than perfect."

Capt. Joseph Stockbridge, the father of Mrs. Joshua Page, was a soldier in the Revolution and one of Lafayette's light infantry in 1780, when he was about twenty years of age. Forty-four years later, when Lafayette re-visited this country in 1824, Captain Stockbridge went to Portland to see him. When Lafayette saw the old soldier he recognized him, threw his arms about his neck and kissed him. Captain Stockbridge often, in after years, told the story of this meeting to his children and grandchildren.

"In this town, on Sunday, the 9th instant, Capt. Joseph Stockbridge, in the 76th year of his age. Captain Stockbridge was a soldier of the Revolution. He entered the army in the winter of 1776, was at Dorchester Heights when the British evacuated Boston, was at the battle and retreat from Long Island, at Bemis Heights, and the capture of Burgoyne in 1777, at Monmouth in June, 1778, at the storming of Stony Point under General Wayne in 1779, wintered at Valley Forge, was one of General Lafayette's light infantry in 1780, at the surrender of Cornwallis, and one of the forlorn hope that stormed a British redoubt under Lafayette at the siege. Few men among us were better informed on the subject of the history of our country.

"Dignified in his manners, honest in his intercourse with others, brave and decided in his course of acting and thinking, he was an example of moral firmness that claimed the respect and love of all with whom he was associated."—*Bath Paper.*

Albert Gallatin Page was born in Bath, June 10, 1817. He attended the schools here and later was sent to the academy at Limerick. When fifteen years old he went to sea for a year with Capt. John Barker. Upon his return he went to Ohio, where for two years he was engaged in business. As the western climate did

not agree with him, he returned to Bath and entered the grocery business, for many years occupying the store on Front street opposite the Columbian House. After this he had an office on Front street and entered into the insurance and real estate business.

He was quite largely interested in shipping and all public affairs, and at one time a member of the city government. He was one of the founders of the Bath National Bank, one of the first directors and afterward president of the Bank. He was ever interested in the history of the surrounding country, and for several years president of the Sagadahoc Historical Society.

He married Maria L. Drummond, daughter of Col. Alexander Drummond of Bangor. Their children are: Maria, Albert G. (merchant in Bath), William D., Mary D., Frank E. (lawyer in Chicago), Fred (jeweler), and Carrie R. D. Page. Mr. Page died Jan. 15, 1889.

William Drummond Page, second son of Albert G. Page, was born in Bath, where he went through the city graded schools, graduating from the High School in 1871; entered Yale College, from which he graduated in the class of 1875; took a course in the Columbia Law School in New York, and was admitted to the Bar in New York in 1878. During the time he was studying law he worked for city papers in the capacity of reporter, for financial aid, working nights and studying law days. In this employment he made himself so successful that he was invited by leading newspaper managers to make journalism his profession, but that complimentary appreciation did not induce him to forego the pursuit of the profession he had chosen. In 1878 he opened a law office in the city and continued in practice, with merited success, until his death.

Having established himself in an increasing business he married, October 31, 1882, Miss Helen Jesup Grinnell, a daughter of George B. Grinnell, who is one of the distinguished family of that name known as successful merchants and prominent citizens of New York city. Their residence is at Audubon Park and their children are Laura, Frank, Rutherford, Sylvia, and Donald.

Mr. Page was a popular citizen and honorable lawyer, ranking with the able attorneys of this metropolis. Mr. Page died in New York in September, 1893.

The Harnden Family.—Capt. Samuel Harnden, of Wilmington, Mass., came to Nequasset, now Woolwich, about 1737. He was one of the Andover proprietors. He settled and had a garrison on what was called Burying Point, now Days Ferry. He married Mary Preble. They had eight children; and he died July 9, 1768. His son, Capt. Samuel Harnden, Jr., called "Brigadier," was born in Boston, Mass., August 28, 1751.

By enactment of Massachusetts Legislature, General Harnden was empowered to call a meeting "for incorporating the Second Parish in Georgetown, in the County of Lincoln, into a separate town by the name of Bath," and "March 19, 1781, Samuel Harnden, of Woolwich, presided at Bath's first town-meeting.

Gen. Samuel Harnden's life is of historical character. He lived in Indian times and their warfares, becoming a military man of some distinction, to whom was given the title of "Indian fighter." The Indians made several different attacks upon his fort, but were successfully repulsed. At the time of the "Preble massacre," in 1758, the Indians attacked the fort and were repulsed, but a granddaughter of the General, who happened to be outside of the fort at the time, was captured by the savages and was carried with the Preble children to Canada, but subsequently was brought back by General Harnden, together with the Preble captives. The sister of Gen. Samuel Harnden, Sr., married the Captain Preble in command at the Preble garrison house in 1758. General Harnden was an extensive landed proprietor, the establisher of Harnden's ferry, was of stalwart stature, commanding mein, and a trusted leader in the community where he lived. He was twice married, and died May 21, 1808, aged 77 years.

Lemuel White Harnden, a grandson of Capt. Samuel Harnden, married Elizabeth Grace McKown, daughter of Capt. Robert McKown of Bath. They settled on one of the family homesteads in East Woolwich, where six children were born to them: Richard, Alice Sophia Tallman, Robert McKown, William Abner, Lucy Jane, and George Lemuel. Capt. William A. Harnden, one of his children, was in command of a Bath ship at the age of twenty-one years, and settled in Bath, on High street, in the house now occupied by his

daughter, Mrs. Charles D. Clarke. He followed the sea up to the time of his early death at 38 years of age, and had the good fortune, during all the years of his command as ship-master, never to have met with a serious accident. Robert McKown Harnden settled on the family homestead in Woolwich, where he still resides; the original house, however, having been destroyed by fire.

Freeman Clark was born in Conway, Mass., May 23, 1795, and removed to Bath, Me., in 1807, where he lived until his death, May 17, 1867. He was senior partner of the well-known ship-building firm of Clark & Sewall, and was president of the Bath National Bank for several years. He was three times married: first, to Frances Lincoln, of Leominster, Mass.; second, to Nancy Stevens, of Portland, Me.; third, to Miss Sarah G. Hyde, of Bath. He had two children by his first wife: Henry Scotto, who died in infancy; Frances Lincoln, afterwards Mrs. Whiting Griswold, of Greenfield, Mass., now deceased. He had one child by his second marriage, Agnes Elizabeth, now Mrs. Joseph S. Smith, of Bangor; and one by his third wife, Augusta Hyde, who died in infancy. He purchased a house of Jonathan Hyde, on South street, and lived in it during his life. Mr. Clark was one of the prominent and wealthy men of Bath, a ship-builder and a merchant, keeping a general store. In connection with William D. Sewall he put a large fleet on the water. Thomas M. Reed built largely and constantly with the firm. It was they who built the ship Rappahannock in 1841, the largest merchant ship then afloat, though only a little more than 1,100 tons. Her appearance on the Kennebec, in New York and New Orleans, was a sensation, receptions being held on board of her at all these places.

Captain John C. Clark was born in England, lived in Boston during the Revolutionary War, was one of the "Indians" who threw the tea overboard; coming to Bath soon after that event he became a wealthy and prominent citizen. The wife of Peleg Tallman was his daughter.

The Swanton Family.—William Swanton, the ancestor of all the Bath Swantons, has been mentioned in full on pages 140 and 141, in this volume. He had a son, William.

Charles Davenport.

John Bernard Swanton was born in Bath, in 1782, and married Lydia Bosworth in 1814. He was Collector of the Port of Bath from 1825 to 1829. He afterwards retired to a farm in Dresden, where he died in 1851.

John Bosworth Swanton, son of John Bernard Swanton, was born in Bath, Nov. 29, 1804, and Nov. 6, 1828, married Catherine Wood Reed, of Boston, who was born Feb. 7, 1804. They had seven children, of whom three are now living, Henry W., Louisa Josephine, and Mary Augusta. Mr. Swanton died in Bath, January, 1890. He had been in the hardware and ship-chandlery business sixty years, in Bath, commencing as partner in the firm of Zina Hyde & Co., and ending as member of the firm of Swanton, Jameson & Co. He was Deputy Collector of the Port of Bath, being appointed in 1825.

Henry W. Swanton, son of John Bosworth Swanton, was born in Bath in 1833, was educated in the public schools, and graduated from the Bath High School. He succeeded his father in the hardware business of Swanton, Jameson & Co., was on the board of directors of the First National Bank for thirty years, a trustee of the Bath Savings Institution for twenty-five years, a member of the Common Council and Board of Aldermen from 1869 to 1873, and a member of the State Senate of 1890 and 1892.

Charles Davenport.—The father of Mr. Davenport was Capt. Benjamin Davenport, of Bath, Me., who married Lucy Eames, December 16, 1804. Their children were Benjamin, Charles, Lewis, and William. He commanded a Bath company when the regiment was at Coxs Head in 1814. Charles Davenport was born in Bath, May 9, 1809, and married, November 6, 1836, Catharine Trevett Duncan, an estimable woman, who was born February 24, 1814. They have had five children.

Mr. Davenport had a good common-school and academical education, and after leaving study was for some years engaged as clerk and book-keeper. His father died before the son was fourteen years of age. Subsequently he went into trade on his own account, with a fair degree of success until 1853, since which time he has been more extensively engaged in commerce and navigation. He

has held several offices of trust and responsibility in his native town and city, both in benevolent institutions and in the local offices of selectman, overseer of the poor, assessor, school committee, and under the city form of government served several years as alderman and member of the Common Council, and has been president of both boards.

Mr. Davenport was a member of the board of managers of the Maine Mutual Marine Insurance Company during its existence, and was the first president of the Lincoln Mutual Fire Insurance Company. He was one of the managers of the Bath Military and Naval Orphans Asylum for some years from its organization, and also its treasurer from 1869 to 1872. He assisted in establishing the Old Ladies Home in Bath, was one of its first board of managers and still continues in that office, and was its treasurer in 1876 and 1877. He was for several years a director of the Bath Gas Light Company. He was one of the founders, a large stockholder, and one of the directors of the Goss Marine Iron Works. He was, some years since, president of the first total abstinence society in Bath, under the name of "The New Temperance Society." He has been administrator and executor in the settlement of several estates. He has been, and still is, largely interested in shipping and as managing owner. He was for a year or more cashier of the Lincoln Bank, occupying the position temporarily on the decease of the cashier, but resigned the office as soon as a satisfactory substitute could be procured. He was then elected a director in the same bank, in which capacity he has served many years, and for many years has been its president. He has been a trustee of the Bath Savings Institution since its first incorporation in 1852, and its president for the last forty years.

From youth Mr. Davenport has been devoted to the principles and work of the Methodist societies of the city. Although he has never been a member of the church, he has, by his generous donations to both the Wesleyan and the Beacon Street societies, been their chief financial pillar, at the same time adding the weight of his moral character to the promotion of their prosperity. He has served as superintendent in the Sunday Schools of these societies and

chorister to the present day. He was one of the originators of the Maine Wesleyan Board of Education and for many years its treasurer.

The moral character and reputation of Mr. Davenport, for honesty and strict integrity, stands deservedly high in this community. He has a strong regard for truthfulness, and was never known, even from his boyhood, to utter a falsehood or to use profane language, is conscientiouly careful in the proper observance of the Sabbath, and a consistent temperance man.

John Hayden.—About the middle of the last century a family immigrated from Scotland and came to Maine. A young man (George Heddenn) came with them and subsequently married one of the daughters. He settled on a farm in Brunswick and had sons and daughters. William, born November 11, 1771, was the father of John, who, when he became of age and went into business, had his name changed, by an act of the Legislature, to Hayden, for the reason that it was always pronounced so, thereby following the example of an illustrious countryman of his ancestors, the poet Robert Burns, whose name was originally "Burness," as is shown in his earlier autographs on his monument in Edinburgh.

John Hayden was born in Bath, September 20, 1808. With a common-school education he became, at the age of fourteen, an apprentice to the watch and jewelry trade, where he continued until March 20, 1829, when he set up for himself, being then twenty years of age. He carried on that business, increasing with the times, until 1863, when he sold out to Howland & Donnell, both of whom had been his apprentices and journeymen. He went to Europe that year, spending some time in Great Britain and on the Continent, and made the same trip the next year, all in the way of business. In 1865 he went to the Chincha Islands and took charge of a ship whose master had been lost overboard, and took her to Hamburg with a cargo of guano.

In 1850 he was elected a representative to the Legislature and served as a Whig in that only summer session that ever occurred in Maine. He declined a unanimous re-nomination at that time, but

subsequently served in the Legislature as a Republican, in 1862 and 1863. He was always a strong advocate for freedom and, of course, in the former times was stigmatized as an Abolitionist. In 1866 he was elected mayor of Bath.

Mr. Hayden was well versed in Bath history, was a diligent student, and had a remarkable memory. Having travelled extensively, he was well informed in the history and conditions of all countries. He married Miss Martha A. Brown, February 13, 1831, the Rev. John Ellingwood performing the ceremony. The children now living are: Mrs. Emma Eames, Mrs. Gen. T. W. Hyde, and Col. J. F. Hayden, of this city. Mr. Hayden was a grandfather to Mrs. Emma Eames Story, the renowned singer.

At his death a most notable figure passed from Bath streets—a sturdy, active citizen, who took a lively interest in all the affairs of the city while he had the vigor to engage in them.

William Richardson, when a young man, left his native town of Leominster, Mass., and came into Maine, and, after a brief sojourn in Berwick and Topsham, reached Bath where he permanently settled. Mr. Richardson's first employment of which there is authentic knowledge, was going as supercargo of a large vessel bound to London, the successful voyage becoming so lucrative that he received, for his share, sufficient profit to give him a start in business, which was in navigation, not going to sea himself. He developed into a merchant and ship-owner; was a shrewd, square-dealing man of ability and thrift, becoming one of Bath's prominent business men and greatly respected throughout his life. He was notable as a man of reticence, attending strictly to his own business and not entering into politics or accepting office, excepting to serve as senator from Lincoln senatorial district when the session was held in Portland, but was known to be a generous supporter of worthy public enterprises and institutions, of strict integrity and perfect uprightness, enjoying the confidence of every person who truly knew him. He acquired a large property from which he donated liberally to benevolent institutions.

Mr. Richardson was born in Leominster, Mass., October 26, 1786,

and comes down from distinguished ancestry. He married, on March 13, 1814, Harriet Leland, daughter of the Hon. Joseph Leland, of Saco, and her mother was Dorcas King, sister of Rufus King and William King, and her family relations were among the most prominent professional and literay men of New England. He was twice married; his second wife was Mrs. Maria (Ogden) Ward, daughter of Jonathan Ogden, and widow of Marmaduke Ward, of New York, a merchant of note.

His eight children were all by his first wife. Of his sons, Frederic Lord Richardson is a resident of Boston and treasurer of the Hill Manufacturing Company, of Lewiston, Me.; is a son-in-law of Homer Bartlett, of Boston; has his office on State street, and a summer residence at Swampscot.

John Green Richardson was born in Bath, and married Miss Mary Lincoln; was well educated; has been in mercantile business; served in both branches of the City Government; been mayor two terms (1878 and 1879); has held other responsible municipal offices of trust; has been vice-president of the Sagadahoc Historical Society; was captain of the renowned Bath City Grays; one of the trustees and managers of the Bath Soldiers and Naval Orphan Asylum; was Blaine elector in 1884. They have one daughter living. Mr. Richardson has been largely identified with the public affairs of the city and has proved true to the trusts reposed in him; has devoted much time yearly as overseer of the poor; as an officer of the school board has taken a lively interest in the educational interests of the city, and for years has had the sole management of the children of the Soldiers and Sailors Orphan Home.

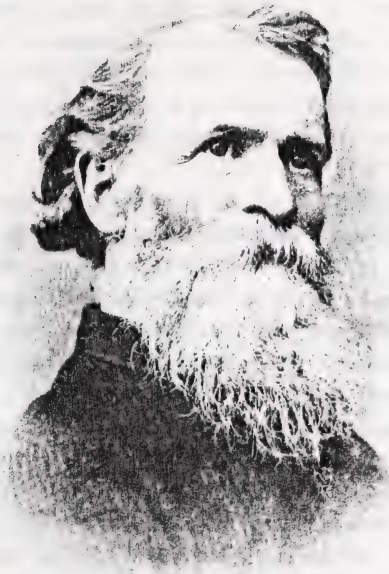
BIOGRAPHIES.

David Thomas Percy.—The name of Percy comes down from the illustrious ancestry of the English Percys, famous in history. The advent of the family of Percy from the old country to the Kennebec region was in 1730, when Thomas Percy came over with his wife, two sons, and three daughters, and settled on Swan Island. Subsequently he changed his habitation to Hunniwells Point, and was there at the time of the French and Indian War of 1756. The two sons of the original Thomas were Arthur and Francis.

Arthur settled in Phipsburg, and from him descended the entire race of Percys in this section of the state. He married, first, a Gilmore, resided on a farm in the south part of Phipsburg, and had six sons and two daughters. His first wife deceased and he then married Margaret Porterfield, daughter of the Mrs. Porterfield notable in the early history of Georgetown. They had one son, Thomas, who became prominently known as Deacon Thomas, from having long held that office in the old Georgetown and Phipsburg Congregational Church. He married Martha Gilmore, in 1763, and had three sons and six daughters.

The descent of David T. Percy was from the second son of the ancient Arthur Percy, whose name was also David, who was born November 20, 1791, and married Elsie Grace, who was born February 21, 1795. They were married May 26, 1816, and settled in Bath. He died February 9, 1867, and she January 3, 1866. They had nine children, of whom David Thomas Percy was the fourth son, born August 15, 1831, and married Adriana Bosworth, daughter of Capt. Robert Bosworth, at Bath, January 5, 1854.

On the maternal side, the great-grandparents of David T. Percy were James and Jane Grace, who came to this country with Alexander Drummond in 1729, and Jane was his granddaughter. His grandfather was William Grace, who was born April 13, 1764, and married Sarah Andrews, of Bath, born May 30, 1757, and they had nine children.



David T. Vezey

David T. Percy and his wife have had seven children, of whom six sons are living: Frederick B. graduated at Yale and the Boston Medical University, and is in practice in Brookline, Mass. George E. graduated at the Bath High School and the Boston Medical University, and is practicing his profession in Salem, Mass. Frank H. is manager of the crockery store of the firm of D. T. Percy & Sons, in Bath. Augustus A. conducts the business of the dry goods and carpet departments of the firm. Arthur S. is in the lumber business in Boston. David Thomas, Jr., is a graduate of Exeter, the Harvard Medical College, the Boston Medical University, and has settled in Arlington, Mass.

David T. Percy, Sr., is at the head of the firm of D. T. Percy & Sons, in the dry goods, carpet, and crockery business, the largest establishment in those lines in this part of the state. He has long been a prominent member of the Board of Trade, taking an active part in all measures designed to advance the prosperity of the city. In politics he adheres to the Democratic party without being a partisan. Mr. Percy, for a number of years, has been one of the deacons of the Winter Street Church, superintendent, for several years, of the Sabbath School of that society; has been a member of the City Government, serving in the Common Council and on the Board of Aldermen; and has been the candidate of the minority party for the highest offices within the gift of the city. Deacon Percy has ever been forward in every good work; has been open-hearted and liberal in all benevolent movements, an unceasing worker in the temperance cause, and one of the most reliable and genial of Bath's citizens.

William Maxwell Reed was a native of Phipsburg and third son of Col. Andrew and Beatrice McCobb Reed. He was born at the Reed farm, on the banks of the Kennebec River, about one mile below the Centre Village, on the 14th of March, 1800. His education was derived from the local schools, one of which was conducted for many years by his eldest brother, John, who was a fine type of the school-master of that day. William also taught school for a while in his native town. Although young in years, he displayed in his

school discipline the same energy and force of character that were such important factors in his subsequent career. The monotony and enforced quiet of the school-room was, however, irksome to his naturally active temperament and he soon forsook the desk and became the manager of his father's farm. This was an extensive plantation and required many laborers.

Having faithfully and successfully conducted this business for several years, his father compensated him with the gift of a small farm adjoining the main one. On this land stood the old John Parker timber-house, which had begun to decay. Mr. Reed took down this ancient and well-known landmark, on the site of which he erected a house for himself in 1824. He was married, November 25, 1825, to Miss Caroline Drummond, the eldest daughter of Capt. Alexander Drummond of Phipsburg Centre. After this event he devoted himself to his own farm, at the same time was interested in operating a lumber mill at the Centre Village. Two years after his marriage and occupancy of this house, it was burned by the carelessness of a carpenter who was giving the house some finishing touches. A new house was ready for occupancy in a few months.

In 1835 Mr. Reed sold his farm, purchased and occupied the colonial house of his uncle, Parker McCobb, at Phipsburg Centre, also purchasing, in partnership with James Drummond, the double saw-mill owned by the heirs of Thomas McCobb. From this time he was engaged for many years in the lumber business. In connection with two other business men, he inaugurated the building of the lumber mills at Parkers Head, by making Parkers Bay a mill-pond and inducing lumber-men to erect the dam and mills.

His first attempt at ship-building was the schooner Madawaska, in 1832, which he built in a yard near his first dwelling on the Reed farm. The launching of this vessel was memorable as it took place during a snow storm in the month of June.

Colonel Reed inherited a tendency toward a military career from his ancestors on both the paternal and maternal side, and when only nineteen years of age, was unexpectedly elected from the ranks to lieutenant of a military company, at a time when such promotion was no small honor, rising to captain, major, and lieutenant-colonel.

In 1844 Colonel Reed moved to Bath and engaged permanently in ship-building, buying a yard in the southern part of the town, where he built ships during the rest of his life, under the firm of William M. Reed & Son. At the organization of the Sagadahoc Bank, he was one of its founders and a director, and in 1861 became its president, a position he filled until his death. When the enterprise of building the Kennebec & Portland Railroad was inaugurated he was among the first to aid the undertaking with money and influence.

Mr. Reed's public career began at twenty-eight years of age, when he was elected, by the town of Phipsburg, to the House of Representatives, and was continually re-elected until 1840, when he was elected senator, serving two terms; later was a member of the Governor's Council two terms; when Lincoln was first candidate for President was one of the electors; has served several times in the Common Council and was one of the first aldermen of the city.

Originally an ardent Whig and anti-slavery in his political sentiments, he became a Republican upon the formation of this party, and was ever active in its cause, supporting the War of the Rebellion with zeal. In the performance of his public trusts, he gave the same attention to their duties as he gave to his own private business, to the obligations of which he was ever prompt, discreet, and active.

Hon. Isaac Reed, of Waldoboro, was a member of the same Senate as Mr. Reed, and thus publicly wrote of him since his death: "That honest, Christian gentleman was my room-mate during two sessions of the Legislature." From his earliest years he was surrounded with Christian influences, inherited genuine religious tenddencies, and early in life he and his wife united with the church. In Bath he attended the Winter Street Church. Mr. Reed developed in his youth those noble traits of character that led to decision, disinterestedness, and unswerving integrity.

For forty-one years he and his wife made their house one of open hospitality. The poor found in him a constant friend, and he was always ready to assist any worthy object whose claims were presented to him. He always manifested a particular interest in young men, and one never applied to him in vain. Wm. M. and Franklin Reed built fifteen ships, three barks, one brig, and three schooners.

Colonel Reed died, while in the midst of a useful life, January 12, 1866, in his sixty-sixth year. His wife died April 12th of the same year. They were buried in the Maple Grove Cemetery at Bath.

Of a family of eight children, there are now living: Franklin, resident of Bath, and Edwin, Victoria, and Ellen Drummond (wife of Henry Churchill Goodspeed), residents of Massachusetts.

Franklin Reed was born in Phipsburg, and is the second son of William M. and Caroline Drummond Reed. He attended school at the Academy in Bath and later at a private school in Portland.

At twenty years of age he formed a partnership, in Bath, in the dry goods business, with Henry W. Field, under the firm of Field & Reed. He continued in this business five years, when he accepted the secretaryship of an insurance company, of which Capt. John Fisher was president. In 1857 he started an insurance business on his own account, his brother, Edwin, joining with him in 1860. For twenty years the firm of F. & E. Reed did a large business and were well known in all shipping circles. In 1880 Edwin removed to Boston and the firm was dissolved.

In 1853 Franklin became a member of his father's ship-building firm, and after the death of the latter, in 1866, he continued the business in connection with his brother, Edwin. They launched a number of large vessels from their yard in the southern part of the city. Mr. Reed was elected director of the Sagadahoc Bank while his father was president, an office he held until 1874, when he was elected president, a position he still retains. He was president also of the Twenty-five Cent Savings Bank for some years. In 1885 he held the presidency of the Sagadahoc Agricultural Society, but declined a re-election. While a young man he was a member of the Bath City Grays, a military company that was favorably known throughout the state.

Although strong in his feelings politically, he has never taken an active part in politics. In his earlier years he was a member of the Republican party and filled a number of offices in the city government under the administration of that party. He joined in the Greeley movement after the war and eventually became a Democrat, being the nominee of that minority party for Congress in 1881.

Mr. Reed developed an aptitude for business from his earliest years, and has achieved success in the various branches he has undertaken. Cautious and careful in details, devoting himself with unceasing zeal to his duties, both public and private, his reliability and good judgment have won for him the confidence and respect of his fellow-townsmen.

On November 5, 1857, Franklin Reed married Sarah Augusta Weeks. They had two children: Ada Frances, who died when an infant, and Frederic Clinton, who was born October 9, 1855, was educated in the Bath public schools and Cornell University, read law with Charles W. Larrabee, in Bath. He died in Brunswick, in 1887, and is interred in Oak Grove Cemetery.

Nehemiah Harding was a life-long sea-captain, sailing in the vessels of William King, continuing as long as able to go to sea. He was born at Truro, Mass., and came, with his father, to the New Meadows to a farm when two years old. When old enough he commenced going to sea, and, working his way up, became a very successful commander. He married Miss Rachel Reed, at Pleasant Point, Topsham, and they had three sons and three daughters. He lived until 86 years old, dying August 2, 1865. His wife died January 19, 1834, aged 47 years. His descendants, in Bath and elsewhere, are numerous, taking high rank in business, society, and public positions.

Edward K. Harding.—From the *Boston Traveller* we take the following notice (published soon after his death) of our late respected citizen, who was well known, through commercial and social intercourse, in Boston, New York, and New Orleans:

"Edward Kelloran Harding, son of Capt. Nehemiah Harding, was born in Bath, Me., in September, 1816. His father was an extremely energetic and successful ship-master, and sailed from that port over forty years. He attended the usual schools of the town, and at 13 entered a store at some trivial rate of wages, all of which, however, he saved for a year and expended in a silk dress for his mother (then and there an uncommon article, even among the wealthy families of the district). He then entered the counting-room of Messrs. Clapp

& Boynton, ship-builders, where he remained four or five years, when, with letters of recommendation from Messrs. Clapp & Boynton, he went to New Orleans and entered, as clerk, in the ship-chandlery and cordage house of Messrs S. S. Green & Co. Here he rapidly rose to a position as one of the firm, and purchasing the interest of one of the partners, the firm name was changed to that of Green & Harding. Here his large Northern acquaintance and many friends increased the business to many times the original amount.

"In 1841 he married Miss Louisa H. McLellan, daughter of Gen. James McLellan, of Bath, and in 1853 finally retired from the New Orleans house and permanently returned to his early home. Here he formed a partnership with C. S. Jenks, and commenced the building of ships which he continued until 1857 or 1858, under the name of Jenks & Harding, building a number of very fine ships and barques. Besides his ship-building he held very large contracts with the City of New Orleans for granite paving blocks, of which and pressed hay he shipped immense quantities.

"For some years before his final retirement from his New Orleans firm he passed much of his time in the North, and in 1850 he organized the Bath City Grays, a company composed of leading citizens of Bath, which company held their organization as such until the breaking out of the war, when they became Company A, of the Third Regiment, Maine Volunteers. This company was uniformed similarly to the Boston Tigers, and were the "crack" company of the State. They participated in the great Boston Railroad Jubilee, in 1851 or 1852. Besides his commission as Captain of this company, in 1850, he was commissioned aide-de-camp to Governor Crosby in 1853, with rank of Colonel, and Colonel Second Regiment, Second Brigade, Fifth Division, Maine State Militia, in 1855.

"At the breaking out of the war he desired to offer his service to the government, which his fondness for and familiarity with military command would have rendered invaluable at that juncture, but yielding to the desire of the Governor and Adjutant-General of the State he accepted the position of Acting Quartermaster-General of the State of Maine, and equipped every regiment that left the state during the war, personally superintending all details and cor-

respondence. To illustrate his business activity, in addition to his state duties at this time he was also the largest supplier to the general government of forage, and shipped largely from the ports of Bangor, Wiscasset, Belfast, Bath, and Portland, besides having buyers all over the state.

"He was at one time president of the City Bank, president of the Marine Mutual Insurance Company, president of the Boston & Maine Steamship Company, president of the International Telegraph Company, Hinkley Knitting Company, Nequasset Lake Ice Company, and had been prominently identified with many other local interests.

"He was the most energetic business man of his time—always prompt, always to his word, and although he was generally considered one of the most "wide-awake" business men, yet no person ever heard it intimated that he had ever over-reached to the amount of a single penny. He had not an enemey in the world.

"As a husband and a father he seemed to his family perfection, —never even an angry word or look. The latter years of his life he was not actively engaged in business, except in occasional ventures. He died of dropsy, August 21, 1874, aged 57 years and 11 months, after an illness of three months."

Colonel Harding married Louisa, daughter of Gen. James McLellan, an estimable young lady, and still living. The children of Colonel Harding are: George Edward, who went through a course of education in the Bath schools, graduating at the High School, and graduated at the Columbia College, New York, became an architect and civil engineer, and commenced business in New York, where he has continued with the success that has placed him in the front rank of his profession. He married in that city and has two children. Mr. Harding was the architect of the Bath Public Library building, the drafting of which was a valuable gift to the city, and is a model of adaptedness and beauty of design. Henry McLellan Harding, having received his early education at Bath, ending with the High School, graduated at Yale College in 1875, and is by profession an electrical engineer, was one of the first to introduce electric railways in the United States, being associated with F. J. Sprague, of New

York, and George Westinghouse, of Pittsburg, Pa. He married Florence Agnes Powers, of Boston, Mass., and has one child, Marion Powers Harding. The daughters are Mrs. D. W. Russell, who lives at Brookline, Mass., and has three children; the younger daughter married Fritz H. Twitchell, of Bath, and they have one daughter.

The Morse Families, of Bath, descended from Samuel Morse, a Puritan, who came to this country from England, to Massachusetts, prior to 1635, and settled at Dedham, which town he was instrumental in incorporating. One of the descendants of this lineage was Jonathan Morse, who came to Maine and settled at Small Point, Phipsburg, from whom are descended many of the name in Bath, Phipsburg, and other parts of the state.

Of this branch was **J. Parker Morse,** who was born in Phipsburg, March 12, 1810. His father was Richard Morse, who, with his three sons, Parker, Alden, and John, was lar ely engaged in the lumber business and ship-building at Winnegance, and later built ships at Bath. In December, 1844, he married Miss Mary Foster Henry (one of the large ship-builders of Bath), and had one son and three daughters. The eldest daughter, Isabella, mrrried William F. Hooper, of Fall River, Mass., where they reside and have one child, Parker Morse Hooper. His second daughter, Clara, married Dr. F. W. Payne of Boston.

As a Republican Mr. Morse was twice elected to represent Bath in the House of Representatives, in which he served in the sessions of 1867 and 1868, and in the Senate in 1869 and 1870. While a member of the Legislature, Mr. Morse was largely instrumental in procuring an act establishing the Soldiers and Sailors Orphans Home at Bath.

The mother of Mr. Morse was Jane Parker Morse, whose parents were Jacob Parker and Isabella McCobb Parker, connected with the historic Parkers and McCobbs of the Kennebec. He died March 19, 1872, and his wife June 24, 1883.

Benjamin Wyman Morse.—No man has been better known on the Kennebec River than Capt. B. W. Morse. While still young he went with his father Wyman Morse in the memorable side-wheel

B.W. Morse

steamer Bellingham, a very early tow-boat on the river, proved himself very capable and trustworthy, and, upon the death of his father, succeeded to the command of the boat when eighteen years of age, subsequently having command of newer and larger side-wheel boats, one of which was the Ellen Morse, the first beam engine side-wheeler built on the river. Then followed the era of screw propellers, the first of which on the Kennebec was the Fearless, with Captain Morse in command. The towage business increasing, Captain Morse was instrumental in forming the Knickerbocker Steam Towage Company, by act of the Legislature, in which he successively occupied the positions of treasurer, superintendent, and finally president of the company, holding that office till his death.

From the tow-boat business Captain Morse extended his enterprises to coastwise navigation. Besides owning "pieces" in many vessels he built in his ship-yard, after 1879, seventeen of the largest class of coastwise vessels, and purchased schooners from other builders so that he managed the largest coastwise fleet belonging to any one port.

Commencing in the winter of 1876 the Morse Company was among the first to undertake the enterprise of cutting and storing ice on the upper Kennebec and shipping it to southern cities, extending the business to Boothbay and the Hudson River. His vessels were largely employed in the transportation of ice with return cargoes of coal for northern ports, and, of later years, using barges also for colliers, purchasing small-sized ships and converting them into barges. Since his death this same line of business has been continued by his successors, Morse & Co.

Capt. B. W. Morse was born in Bath, April 1, 1825, and was a grandson of Jonathan Morse, of Phipsburg, and married Miss Anna E. J. Rodbird, who was born in Bath, April 10, 1830. They were married, in New York, July 19, 1853, by the Rev. E. H. Chapin. Their children are: Jennie Rodbird Morse and Charles Wyman Morse. Captain Morse died May 30, 1887, and was interred in Oak Grove Cemetery, where a magnificent granite monument has been erected to his memory by his family, representing an oak broken off twenty feet from the ground—a very fitting memorial of his strength

of character and life. He enjoyed, to a high degree, his home where he had a library of rare books, of which he was a constant reader, He always led an upright and exemplary life, dealing squarely in every phase of his business transactions.

Charles Wyman Morse was born in Bath, October 21, 1856; graduated from the High School in 1873, and Bowdoin College in 1877, after which he went on a tour of Europe. On his return he engaged in business with his father, B. W. Morse. In 1884 he became treasurer of the Knickerbocker Towage Company, and in 1888 its president; has been a director in the Lincoln Bank since 1887; and is the head of the house of Moses & Co., of New York City, having an office and building vessels, barges, and tug-boats at Bath. April 14, 1884, he married Miss H. B. Hussey, of Brooklyn, N. Y., where they reside, and have several children.

Oliver Moses came to Bath a tin-worker, and with his brother, William V. Moses, kept a stove store, operated a foundry, and built vessels. He engaged in banking, was instrumental in inducing Bath to invest in the building of the Knox & Lincoln Railroad, and was chief manager in its construction.

William Vaughn Moses.—The buisness life of Mr. Moses was connected with his brother, Oliver, in the firm of W. V. & O. Moses. The two sons of Mr. Moses, William O. and Albert, having completed their education in the High School of their native city, united with their father in ship-building, in 1856, making the firm W. V. Moses & Sons. The vessels built by them were: ships W. V. Moses, N. Larrabee, Sarah Freeman, bark Rome, ships Fannie Larrabee, Thos. Freeman, Riverside, North Star, Invincible, Franconia, Palestine, Lucy Melville, G. Strickland, Oleron, Frank Haynie, and Lizzie Moses.

The business career of William V. Moses was one of success. This was well earned by his unvariable attention to his business, his strict integrity, and pleasing manners. With a fine physique was added a uniformly cheerful countenance. In his just and upright walk he made no enemies. Without taking active part in political party matters he was ever a solid Democrat. In religious

Galen C Moses

ARTOTYPE, E. BIERSTADT, N. Y.

sentiments he affiliated with the Swedenborgian denomination, and was, through life, a practical, temperate man in all things. Of such a man it may be unnecessary to add that he lived and died a most respected citizen.

Galen Clapp Moses, second son of Oliver Moses, was born in Bath, August 30, 1835, and has made his home in his native place. He received a thorough education, going through all the grades of the city schools, and was graduated with honor from Bowdoin College in the class of 1856. Entering upon his business career he was, for a time, secretary of the Bath Mutual Marine Insurance Co., and subsequently was a partner with William H. McLellan, in the wholesale grocery business until 1865, when he took the management of the Worumbo Manufacturing Co., whose woolen mills are located at Lisbon Falls. To the successful building up of this great industry he has given the best years of his life.

In 1882 he succeeded his father as President of the First National Bank of Bath, which office he still holds. In 1883, upon the re-organization of the Twenty-five Cent Savings Bank, he became its president, and continued to hold the office for six years, until the old assets of the bank were liquidated and the bank placed squarely upon its feet again. In 1875 he became deeply interested in the organization of the Old Ladies Home, becoming one of its managers, and, on the death of B. C. Bailey, became its second president. In 1888, upon the re-organization of the New England Ship Building Co., as the New England Co., he became its president, holding the office at the present time. When the Bath Iron Works undertook to go into iron ship-building to obtain government work, which resulted in the contracts for Gun-boats Nos. 5 and 6 and the Harbor Defense Ram, Mr. Moses gave most valuable financial and other assistance, being one of the directors of the Bath Iron Works. In 1887 Mr. Moses offered to give a public library building to the city, which has since been completed, and is a credit both to the architect, George Edward Harding, formerly of Bath, and the generous donor. Mr. Moses also contributed liberally to the purchase of the land for the library site. He has been an active member of the Board of Trade; has served upon the school committee for six

years, and has been identified with, and prominent in, the organization and management of many other private and *quasi* public corporations. In 1886 he became a member of Winter Street Church, to the support of which he has been a liberal contributor. He is also a leader in contemporaneous religious movements of which the Young Men's Christian Association is the most notable, and of which he is president. In 1889 he was elected a member of the State Historical Society, and takes an active part in its proceedings.

Although a life-long Democrat Mr. Moses takes no active part in party politics. He has been twice married.

Frank Oliver Moses married, October 16, 1855, Miss Ann Maria Swanton Larrabee, daughter of Stephen Larrabee, and has four children: Orville Bowman Moses, Emma Pedrick Moses, Lydia Clapp Moses, and Olive Moses. Orville Bowman Moses married Jennie Cate of Dresden. Mr. Moses was educated at the Bath schools, graduating from the High School. ollowing his father's later business of ship-building, he built the ships Oliver Moses, Robert Cushman, Frank Boult, John Carver, H. V. Baxter, and James Wright; barks Andaman, Niphon, and Annie; and schooner Orville. In 1869 he retired from active business.

Henry Wilson Owen resided in Wayne when he married Clara M. Martin, who was born in Hallowell, August 15, 1810. They were wedded in Augusta, June 20, 1832, and settled in Wayne, where there were born to them a daughter and son, and two sons in Bath, and one in Brunswick, of whom there are now living: Emma M., who married Gilbert E. R. Patten of Bath; Frederick Elwell, who married Miss I. Gilchrist, of Ohio, July 27, 1886, and Henry W., who married Miss E. Brown. Mr. Owen was a merchant, and in the latter years of his life was in the dry goods trade in Bath, where he did an extensive business and was greatly respected by his fellow-citizens. His death occurred in Bath, February 26, 1866.

Isaiah Percy.—This eminently Christian citizen was the son of Francis and Jane Wyman Percy, and was born in the "Percy neighborhood" in Phipsburg, December 23, 1806.

On January 29, 1833, he married Beulah B. Bowker, eldest daughter of Major James Bowker, a lady of many womanly and religious traits. He first settled in Phipsburg, and in 1840 moved to West Bath, where he raised a family of eight children who have all done honor to their parentage in their mature life. He owned and lived on a farm, but during his active life, pursued his trade of ship-joiner, working in Bath ship-yards. He joined the Congregational Church of his native town, and later the Central Church of Bath, of which he became the senior deacon.

His wife died April 22, 1885, and after that time he lived in his ripe old age in the devoted care of his eldest daughter. Deacon Percy has always been known as an uncommonly substantial man from youth upwards. He was a man of reading and thought, and if he had had the advantages of early education and opportunity, would have made a public man of value. In early life he became a professed Christian and ever lived up to its requirements. He belonged to the ancient Georgetown branch of the Percy family, whose ancestors were among the early settlers at the lower end of Phipsburg, and whose genealogy has been traced back to the noble blood of the English Percys. His father was conspicuous as a devout Christian of the Congregational Church, and he was a grandson of Thomas Percy, who had been a deacon of the same church half a century, and was known by way of distinction as "Deacon Thomas," who was of conspicuous character as well as a notable citizen.

Isaiah Percy was a man universally esteemed for his thoroughly upright character, and his bright intellect and keen judgment in all matters. He represented West Bath twice in the Maine House of Representatives, and repeatedly served the town as selectman, and in other positions of trust.

For forty-nine years he lived in the Percy homestead, where a family of boys and girls were raised. There are five children: Timothy, of Portland; Gershom, of Los Angeles; George, of San Francisco; Mrs. John P. Cobb, of Bowdoinham, and a daughter not married.

He was one of the earliest advocates of abolition, not that he

would free the slaves without compensation to their owners, but on the ground that, as slavery was a national sin and crime, the nation should procure the liberty of the slaves at any cost.

Seth T. Snipe was born is Arrowsic, February 5, 1839. He passed his youthful days in that town, and on May 22, 1864, married Miss Ann Maria Spinney of the same place. When the War of the Rebellion commenced he was living in Massachusetts, and when the Forty-fourth Regiment of that state was organized he enlisted in its ranks, in 1862. Going to the front the regiment was in active service in North Carolina, participating in five or six battles. At the close of the term of his enlistment, he came to Bath, in 1868, and entered into the grocery business, in which he has continued ever since.

Mr. Snipe has served two years in the Common Council, of which he was president in 1890–91; five years on the Board of Aldermen and two years its president; has been treasurer of the People's Ferry Company nine years; trustee of the Military and Naval Orphan Asylum ten years, and its president five years; has been clerk of the Winter Street Church since 1883; a deacon since 1876; senior deacon since 1888; superintendent of its Sunday School since 1886. As member of Sedgwick Post of the Grand Army of the Republic, of Maine, he has been commander, adjutant, quartermaster, and was a delegate to the National Encampment in Minneapolis, in 1884, San Francisco, in 1886, and Detroit, in 1891.

Mr. and Mrs. Snipe have one son, Langdon T. Snipe, who was a graduate of Yale College in 1889, and is a graduate of the Medical Department of Columbia College, New York. In 1893 he commenced medical practice in Bath.

Mr. Snipe is a descendant of the men of that name who were prominent residents of ancient Georgetown, of whom Charles Snipe was a member at the formation of the Rev. Mr. Emerson's church at that place, in 1765, thus inheriting the religious sentiments of the Congregational denomination, to which he has always remained attached.

John O. Shaw was born, in Bath, in 1838. He was educated in the city schools. In 1854 he went to sea, but coming home during

the war he entered the United States Navy, as ensign, and served in the East Gulf Squadron under Admiral Bailey. After the war Mr. Shaw engaged in the book and stationery business in Bath in 1865. He has been a member, for several years, of both branches of the City Government, and was president of the Common Council four years. In 1890 and 1892 he was elected representative to the Legislature, and in 1893 was elected mayor of Bath.

Having been made a Mason in 1864, he has held the higher offices in Solar Lodge, was High Priest of Montgomery Chapter five years, has been Eminent Commander of Dunlap Commandery, has filled several offices in the Grand Masonic Bodies of Maine, and was Grand Commander of the Grand Commandery, Knights Templar, of Maine, for 1886–87.

In August, 1864, he married Mary E. Macloon, daughter of Capt. E. C. Macloon, of this city. They have had seven children, four boys and three girls, of whom three boys and one girl are now living.

The ancestors of Mr. Shaw were notable pioneers in the settlement of Bath, were of stalwart character, and the name of Shaw is indelibly identified with the history of the town, both in private and public capacities. Of these characteristics Bath's present mayor is a worthy representative. Inheriting patriotic impulses he joined the Union forces in the late war, cheerfully serving the country in its time of need. Since his return from the front he has taken a prominent part in the affairs of the city, serving several years in the city government, and president of the Common Council many years, until his almost unanimous election to the office of mayor, in the performance of the duties of which the city feels certain of ability, honesty, and economy. As senior warden of Grace Church he has ever been one of its chief pillars, and superintendent of its Sunday School. His children living are: Wallace E., Fred P., John, and Rachel L. Wallace E. is with him in his business. Fred P. carries on a bookstore in Brunswick. John is employed at the Bath Iron Works.

Fritz H. Twitchell was born, in Portland, in 1855, educated in the public schools and graduated from Portland High School. For several years he was in the wholesale dry goods business in Portland,

with the firms of Locke, Twitchell & Co., and Twitchell, Chapman & Co. He came to Bath in 1879, and in 1881 married Miss Emma Patten Harding, daughter of the late Col. E. K. Harding.

He is connected with many manufacturing and gas and electric corporations, being clerk and buyer of the Worumbo Manufacturing Company, of Lisbon Falls, treasurer of the Androscoggin Water Power Company, treasurer of the Bath Gas and Electric Company, and Bath Street Railway Company.

He has taken considerable interest in Masonry and Knights of Pythias, having been Eminent Commander of Dunlap Commandery, Knights Templar, and is now an officer in the Grand Commandery of Maine; has been Chancellor Commander of Patten Lodge and Grand Chancellor of Maine, Knights of Pythias.

He was a member of the City Council in 1883, 1885, 1886, 1887, 1888, and 1890, and four of these years was president of that body. He was mayor of Bath in 1891 and 1892, and a member of the House of Representatives, of Maine, for 1893–94.

Francis Adams was born in Charlestown, Mass., July 18, 1824, and is a descendant of Francis Adams, one of the early Plymouth settlers. His father was Richard Adams, and his mother was of the family of Hunter, of Topsham, to which town they moved and settled on a farm. He graduated at Bowdoin College, in 1850, with rank that admitted him to membership with the Phi Beta Kappa Fraternity of that institution.

He then spent two years in part reading law in the office of Ebenezer Everett, in Brunswick, and in teaching in the high school in that town, after which he taught in the Topsham Academy and Litchfield Institute. In 1857 he entered the law office of W. G. Barrows, in Brunswick, and was admitted to the Bar in Sagadahoc County in 1859, and commenced the practice of his profession at Topsham, and soon after succeeded to the law business of Judge Barrows, on his promotion to the Bench. In 1869 he removed to Bath.

While residing in Topsham he served several years on the boards of superintending school committee and selectmen of that town.

He was county attorney for Sagadahoc County from 1864 to 1874. On July 8, 1867, Mr. Adams married Miss Clara Jane Hildreth, of Topsham. They have had five daughters and one son — Margaret Jane, Sarah Angeline, Clara Augusta, Alice Fairfield, Francis, Pauline Hildreth—all living but Alice Fairfield, who died in infancy.

George Evans Hughes was born in Boston, January 19, 1852. His education was commenced in the schools of Bath, graduating from the High School in 1869, and having fitted for college he entered Bowdoin in 1873. In 1874 he took charge of Bath High School and was principal of it until 1884, when he resigned to enter upon the practice of law, of which he had made a study during his years of teaching. In 1884 he was admitted to the Bar of Sagadahoc County, and opened an office in Bath.

Although not entering largely into party politics, Mr. Hughes acceded to the wishes of the Democratic party of the city to run as its candidate for member of the Legislature in 1884, and for mayor in 1888, and at each election received a large complimentary vote in a city overwhelmingly Republican.

In July, 1884, Mr. Hughes married Miss Susan M. Nealley, daughter of L. S. J. Nealley, who was for many years collector of the Port of Bath.

William Edgar Hogan is one of a family of eight children, and was born in Bangor, August 1, 1849, and early found that his way in the world must necessarily be from his own exertions, and later in life became the stay of the family many years. He took to books and liked study, and, going through all the grades of the Bath schools, he graduated from the High School in the class of 1867. He then went to Phillips Academy, Andover, to prepare for a college course; remaining there two years he entered Dartmouth College in 1870; was admitted to the Sophomore class, and graduated in 1872. During his course in college Mr. Hogan taught school two winters, and, after graduation, taught in a Grammar School in Bath three years, studying law at the same time with Washington Gilbert. In 1876 he was admitted to the Bar, and has been in the practice of law in Bath ever since; was register of deeds

four years; postmaster of Bath from January, 1882, until 1885, and was again appointed in 1889. He has ever been an active Republican in politics.

Joseph McCobb Trott was born in Bath in 1853; educated in the public schools of Bath; studied law with Judge Washington Gilbert; admitted to the Bar in 1879, and at once entered upon the practice of the law at Bath.

Franklin Pierce Sprague was born in Phipsburg, June 28, 1852, and, on September 26, 1883, he married Miss Ida B. Bailey, who was born in Anson, Me., March 23, 1863. He was a citizen of Phipsburg until March, 1882, when he became a citizen of Bath, where all his three children were born.

Mr. Sprague started in his business life with a good education, acquired solely by his own exertions. After going through the public schools of his native town, he attended courses of instruction at the Maine State Seminary and Nichol's Latin School, Westbrook Seminary, Bates College, and in the winters of 1890–1, the law department of the Boston University.

In March, 1875, he was elected supervisor of schools, and again in March, 1880; was elected a member of the State Legislature in September, 1880, from Phipsburg and its classified towns; was elected to the Common Council of Bath in 1885, 1890, and 1893, having refused a nomination in 1891. Mr. Sprague is a member of the Maine Bar Association, and is a member of the Patten Lodge of the Knights of Pythias. He has ever been a strong Republican. After a course of study of law he was admitted to the Bar in April, 1880, and to the United States Circuit Court in 1888, practicing in Bath.

Mrs. Dr. Lombard, who, with her husband, lived at West Bath at so early a date as 1760, was the first to professionally attend the sick within the region around about Bath. Her specialty was attendance at childbirth in the duties of which she was expert, and, for such in particular, was called from far and near. To be ready for a summons in the night her custom was to be in readiness at a minute's warning, and as she often had to ride on a "pinion" on

Alfred Lement

the horse, behind the man who came after her, she kept her pillion ready at hand. At such times when the man came within hailing distance of her dwelling he would call out loudly, "Granny Lombard! Granny Lombard!" Quick to hear, she would, at the first sound of his voice, leap from her bed, hastily dress, seize her pillion, emerge from the house, and, from a neighboring high rock, mount behind her patron,and speed to her destination. Her "call" ended, she was paid a silver dollar, her regular fee, and conveyed home in the same manner she came.

Dr. Samuel Eaton Duncan lived in the house now owned by one of his descendants, Chapin Weston, near the Harding Station of the Maine Central Railroad. The doctor came from Topsham and bought the farm on which this house stands, in 1772, and died there, June 30, 1782, at 39 years of age. His practice extended to Bath. Doctor Duncan is ancestor of all those who are residents of Bath of that name. He had the reputation of possessing great skill in his profession. He was born in 1743 and married a daughter of Benjamin Donnell, Sr. In 1718 he was living in the house situated on High street, south of South street.

In 1788 a Doctor Sampson practiced medicine at Bath—*Lemont.*

Dr. John Hart was born in Ipswich, October 13, 1751; studied medicine with the eminent Dr. John Calif; came to Bath at the age of 19, and secured a large practice.

Dr. Belshazza Stilkey was born in Hamburg and came to this country during the Revolutionary War, as surgeon of a Hessian regiment. At the close of the war he settled in Brunswick, and his practice extended to Bath.

Dr. Samuel Adams was born in Killingly, Conn., in 1745, and descended from Henry Adams who came to New England in 1630; studied medicine with Dr. Nathaniel Freeman, of Sandwich, Mass.; practiced in Truro; served as a surgeon during the Revolutionary War, in the artillery department, under General Knox, and was frequently in company with General Washington. At the close of the war settled in Bath, when he was the only physician in the place, and had an extensive practice. He married four times and had

nine children, to all of whom he gave the best education attainable at that day. He was a charter member of Solar Lodge and its second Master, in 1805 and 1806. He died in Bath, March 14, 1819, aged 74 years. He was said to have been "the most intelligent and successful practitioner of medicine in the state."

Dr. Benjamin D. Bartlett was reputed a skillful physician, had notable social qualities, and enjoyed universal esteem. He was Master of Solar Lodge in 1820 and 1821. He moved from Bath.

Dr. Moses Holbrook was, for some years, in practice in Bath, and had the reputation of skill in his profession, as he was also in the art of Masonry, and was Master of Solar Lodge in the years of 1813, 1814, and 1815. Subsequently he became a resident of Charleston, S. C.

Dr. Timothy Waldron lived in the fourth house north of the Ropewalk Creek; was surgeon during the War of 1812 in Col. Andrew Reed's regiment, and was in the campaign at Coxs Head. He had two sons, Timothy and Charles. The latter became a physician in Bath. He married the widow, Mrs. Welch, eldest daughter of Dr. Prescott, a popular lady. The father died October 6, 1836, at 55 years of age.

Dr. Josiah Prescott came to Bath about 825 and practiced here all his life, on the allopathic system, and was a leading physician.

Dr. Amos Nourse had been a prominent citizen and practitioner at Hallowell, where he had been for a number of years a leading physician.

Dr. John Stockbridge studied medicine with Dr. G. Hitchcock, in Pembroke, Mass.; received the degree of M. D. at Dartmouth College and finally settled in Bath, where he practiced until his death. J. Gilman Stockbridge, son of John, was born in Bath, gradauted at Medical School of Bowdoin College, commenced practice at Bath in 1827, and continued there during his life. He married Miss Mary R. Harding and had no children.

Dr. Israel Putman was born in Sutton, Mass., December 25, 1805, and was the son of Israel and Hannah (Le Barron) Putman. His father was a cousin and intimate friend of Major-General Israel Putman. He graduated at Brown University and Bowdoin Medical School, commenced practice in Wales, Me., and removed to Bath in 1835, where he attained an extensive practice in his profession and became actively connected with municipal affairs. He was chairman of the town council, and after the formation of the city government was chosen mayor, holding the office from 1859 to 1865, and again in 1867. During this official period he won very marked approval for his administration, especially during the very arduous years of the war. Other municipal positions which he held were more or less connected with his profession. His character, alike as a physician, a magistrate, and a citizen, commanded universal confidence and high respect. Doctor Putman was an offhand man in everything he said or did, bluff in his ways, but withal genial, outspoken, and honest. He was well read and a physician by nature. His generous disposition forbade him from collecting his just fees from those whom it would distress to pay him, and he was liberal to the poor almost to a fault. His death occurred June 30, 1876, aged 70 years and 6 months. The manner in which he first acquired practice is, perhaps worth relating. Doctor Prescott had become of that age when he did not care to answer calls at night. The old doctor owned what was then a fine dwelling, now standing on the southwestern corner of Washington street and the railroad track. He found confidence in the young man, and one day he said to him, "You buy my house and I will turn over to you my night practice; when there is a call at my door I will put my head out of the window and say that I cannot go, but if you will call Doctor Putman he will do just as well." The house and practice were at once secured by the young doctor.

His sons are William L. Putnam, judge of the United States Circuit Court; Edwin Putnam, who entered the United States Navy when twenty-one years of age, going into service in the War of the Rebellion, joining the Nahant, one of the iron-clads that was immediately engaged in the terrific and successful bombardment of

the forts in Charleston harbor, served through the war and since, and is paymaster-inspector on active duty.

Dr. Andrew J. Fuller was born in Paris, Oxford County, September 15, 1822. His parents were Caleb and Hannah Perkins Fuller. He studied at the Maine Medical School, at the University of New York, and at Jefferson Medical School in Philadelphia. He graduated from the Maine Medical School in 1841; settled in Searsmont, and in 1847 moved to Bath. Among his successful major operations have been amputation at the hip joint and resection of the humerus. He is a member of the Maine Medical Association and its president in 1871. Previous to the war he served seven years as surgeon of the Second Maine Infantry, and was post-surgeon at Bath during the war. He served as president of the Bath Board of Trade many years, has served one term as trustee of the Maine Insane Hospital, and is one of the consulting physicians and surgeons of the Maine General Hospital. In July, 1843, he married Miss Harriet, daughter of George Marston of Bath, and has had three children, one of whom, Mrs. Samuel C. Barker, is living and has one child, Byron F. Barker, a graduate of Bowdoin in 1893. Doctor Fuller has ever manifested a strong interest in all matters pertaining to the welfare of his adopted city, standing high in the esteem of all its people. His conscientious and persevering labors in behalf of Bath shipping interests have attracted world-wide attention and have been of appreciable benefit. Doctor Fuller has had a life-long membership in the Masonic Order, ranking high in its offices.

Dr. Samuel Anderson was born in Deering, N. H., March 9, 1807, and died in Bath, Me., April 22, 1873. He was the third of ten children of John and Nancy Anderson, of Deering, N. H. His ancestors came to New England from Londonderry, in the north of of Ireland, in 1718. They were Scotch Presbyterians, driven from their homes by religious persecution. The grandfather, named Samuel, was captain of one of the ships that brought over these Londonderry immigrants, most of whom settled in New Hampshire and named their settlement "Londonderry," in memory of their old home.

Doctor Anderson was married, November 20, 1829, to Katharine Emerson of Edgecomb, who descended from the Emersons of Massachusetts. She was great-granddaughter of the Rev. John Emerson, fourth parson of Topsfield. Doctor Anderson came to Bath in 1834. A few years later he commenced the study and practice of medicine and subsequently opened a drug store, where he continued in business the remainder of his life. He had five children, Edward Francis, Climena Katharine, Samuel, Jr., Nancy Elizabeth, and Laura Ann. Samuel, Jr., was born in Bath, September 7, 1835. He entered his father's drug store at the age of nineteen, was afterward received as partner, and has continued in the drug business ever since. He married Almina Martha Norton, of Phillips, Me. Their children were Harry Warren and Herbert Morrell. Harry Warren graduated at the College of Pharmacy in Philadelphia, in 1884, and has since been in the drug business in Exeter, N. H.

Doctor Raeburn received his professional education in the medical colleges of Edinburg and Glasgow, and then entered the English army as surgeon. He came to this country as surgeon in the British army in the War of 1812, after which as a common sailor before the mast of a merchant ship he came to Thomaston. While there an accident occurred which required skilled surgery beyond that of the physicians of the town. Raeburn successfully accomplished the operation, and the reputation it gave him caused his settlement, in practice, in Warren, where he remained several years. Later he came to Bath and acquired celebrity as a surgeon, which was a specialty with him, and was accounted exceedingly skillful. He died about 1840, leaving an American wife.

He was an eccentric man, bold and daring in his practice. Faith in his skill went a great ways with credulous people; they flocked to see him and he was called to their houses. His prescriptions were off-hand and odd. His style may be illustrated in a case when, at her house, a woman patient asked him what she should eat, when he quaintly replied, "Anything but the poker and bellows."

Dr. Edwin M. Fuller.—The *Freemasons Repository* says: "Edwin M. Fuller was born in Portland, January 8, 1850. When about one

year of age his father moved to South Paris, Me., where he resided until 1860; from thence he located in Turner, where the homestead still remains. He fitted for college at Westbrook Seminary and graduated from there in June, 1869. In September of the same year he entered Tufts College and received the degree of Master of Arts from that institution.

"He received the degree of Doctor of Medicine from Bowdoin College, and further pursued his medical studies in the leading hospitals of New York, and in France, Germany, and England. At the close of his medical studies he settled in Bath, where he is still residing, actively engaged in his calling.

"He delivered the first oration before the Alumni Association of Westbrook Seminary in June, 1877. He was subsequently elected a trustee of the institution, and is now connected with the school in that capacity. He has always been greatly interested in sanitary reforms, and has written many essays on the subject. In 1876 he received the prize from the Maine Medical Association for an essay on 'Hygiene of our Country Towns and Villages.' He is interested in educational matters and has served for several years as a member of the school board in Bath. In his profession he has made a specialty of surgery, and many can testify to his skill. In 1891 he was elected president of the Maine Medical Asssociation.

"He was made a Master Mason in Nezinscott Lodge, Turner, in 1871, and joined Polar Star Lodge at Bath in 1875. He was exalted a Royal Arch Mason in Montgomery R. A. Chapter, in 1875. He received the orders of Knighthood in Dunlap Commandery, 1876. He is a Past Master of Polar Star Lodge; Past High Priest of Montgomery R. A. Chapter, and Past Commander of Dunlap Commandery. He has served in the Grand Commandery of Maine as Grand Warder, Grand Junior Warden, Grand Generalissimo, Deputy Grand Commander, in 1890 was elected Grand Commander, and declined a re-election in May, 1891. Past Grand Commander Fuller is an active, progressive Mason and Knight Templar, and has rendered a large amount of service to the Craft."

During the first term of President Cleveland's administration he was United States Pension Examiner; was in 1893 elected alder-

Randall D. Gibbes M.D.

ARTOTYPE, E. BIERSTADT, N. Y.

man of the city; has been again appointed pension examiner on the Pension Board at Bath; is consulting surgeon at the Central Maine General Hospital at Lewiston; is consulting surgeon at the Maine Eye and Ear Infirmary, Portland; was appointed surgeon of the Second Regiment, National Guards, State Militia of Maine, in 1893, with rank of Major. He married Lizzie E. Gross of Brunswick, and has three children, of whom, Fred. A. Fuller entered Harvard University in the fall of 1893.

Dr. Randall Doyle Bibber was born in Brunswick, September 1, 1845, and when four years of age came to Bath with his father's family, where he has lived to the present time, obtaining his education in the city schools. At the age of sixteen he went to sea, which he followed six years. Returning home he undertook the study of the medical profession at the age of twenty-two. He attended a regular course of study at the Portland Medical School, and at the Medical Department of Bowdoin College, graduating in 1871. With limited means he then commenced practice in Bath, and has worked his way up to a successful business.

He is a member of the Maine Medical Association; acting assistant surgeon in the Marine Hospital Service since 1872; city physician and member of the board of overseers of the poor eight years; on the board of health and pension examiner a number of years; has been president of the Sagadahoc Historical Society three years; its treasurer many years; is a resident member of the Maine Historical Society, and member of the Patten Free Library Association. His father is John D. Bibber, and mother Mehitable Cowen (Hall) Bibber. February 6, 1873, he married Miss Sarah Aborn Thornton and they have one son, Harold Thornton Bibber. Doctor Bibber has ever been active in forwarding benevolent undertakings, efficient in raising funds in aid of the public library and other worthy objects, contributing liberally to the proposed establishment of an Old People's Home, of which he was the originator.

Dr. James B. Wescott was born in Gorham, May 21, 1841, and received his education in the common schools, after which he passed eight years in North Jay, and then in Portland until he entered

the volunteer army as a private, August 22, 1862, in the Twentieth Maine Regiment; was promoted to hospital steward and assistant surgeon, and was honorably discharged at the close of the war. He then came to Bath, where he worked at mechanical employment while studying medicine; took four courses of lectures at the Maine Medical School, graduating in 1881, having, unaided, worked his way through, and has since that time been in successful practice in Bath. He has been United States Pension Examiner since 1889, and served the city as member of the Common Council in 1876 and 1877. On December 31, 1869, he married, in Bath, Miss Eliza M. Taylor. She died in January, 1879, leaving two young daughters.

Dr. Charles Appleton Packard, A.M., was born in Brunswick, Me., and graduated at Bowdoin College in 1848. After graduation he studied and practiced civil engineering four years; then studied medicine, graduating from Maine Medical School in 1857. He first practiced medicine in Waldoboro for nine years; then, moving to New York State, was in practice at Fordham for four years. In 1870 he married Miss Caroline E. Payne, of Erie, Pa., who died in 1881. He came to Bath, in 1873, where he has continued the practice of his profession up to this time.

Dr. M. H. Ferguson was born in Dixmont, Penobscot County, May 31, 1855. His father is the Hon. W. B. Ferguson of Brewer; his mother, now dead, was Rebecca Goodwin of Monroe. Dr. Ferguson was educated in the public schools and at the Maine Central Institute. He taught school for seven winters in Veazie, Winterport, Frankfort, and Belfast. He studied medicine with Dr. A. C. Hamlin, in Bangor, and graduated at Dartmouth Medical College in 1879. In 1886 he took a post-graduate course in New York City at the New York Poly Clinic. Dr. Ferguson has practiced medicine in Phipsburg since 1880, and served the town as selectman, auditor, health officer, and for ten years as supervisor of schools. In 1887 and 1893 he represented the town of Phipsburg in the State Legislature. He has had a large practice in the town, and is often called to Georgetown, Harpswell, Bath, Woolwich, West Bath, and Arrowsic.

Dr. William E. Payne.—The first introduction into Bath of the homœopathic system was by a foreigner by the name of Blazinski, who remained in town a short time. He was a Polander, and invited all the doctors to a private lecture on the Hannamann system, and some, if not all, of them attended, among whom was Dr. William E. Payne, who was a graduate of the regular school and a new-comer to Bath. He undertook experiments with it, which resulted in his adopting its practice in about 1840, and, after a hard experience, succeeded in its introduction; undoubtedly his pleasing personality having considerable to do with his success. He was aided in this by a novel way of advertising. Samuel Anderson was trying to introduce, at the same time, the "Thomsonian system" of "purely vegetable" remedies, and they united in a newspaper battle upon the respective merits of the two systems. It attracted attention and brought them business. In 1851 or 1852 Dr. Jotham Young came to Bath and commenced practice in this mode of treatment; remained about two years. No practitioner of that persuasion could successfully compete with Doctor Payne.

Dr. Milton Story Briry was born in Bowdoin, May 17, 1825. His grandfather was Thomas Briry, who came to Maine from Lincolnshire, England, about the time of the Revolution, and settled in Bowdoin. Joseph, the youngest of his sons, was the father of Doctor Briry, who was educated at Litchfield Academy; studied medicine at the Bowdoin Medical School, after which he was assistant to Doctor Haley at Quebec. From there he came to Bath and studied the homœopathic system of medical treatment with Dr. William E. Payne, and settled in this city in practice, which he has continued to the present time with success, sustaining an extensive practice. During Doctor Briry's residence in Bath he has taken a prominent part in municipal affairs, having served four years as a member of the Common Council, three years on the Board of Aldermen, on that of the overseers of the poor twenty-two years, physician to the Soldiers and Sailors Orphans Home eight years, and to the Old Ladies Home many years. He has always been closely identified with the temperance cause as one of its most

active workers, never prescribing liquor in any form in his practice. Doctor Briry's children are: Ernest M., Edward E., Mary E., John F., and William L. Briry.

Dr. Edward E. Briry, having obtained a classical education at Bowdoin College, and a full medical education at Boston University School of Medicine, practiced in Boston in 1883 and 1884, and since that time has been in practice in Bath; has been city physician, member and secretary of the board of health, member of school board, and boarding officer for this port, serving in these capacities for many years.

Dr. James W. Savage was born January 21, 1830, in Woolwich; received an academical education in Bath; entered the office of Dr. William E. Payne in 1858, graduating from the Homœopathic Medical College of New York in 1862, and is in successful practice in Bath.

John Hazen Kimball, eldest son of Samuel Ayer and Eliza (Hazen) Kimball, of Concord, N. H.; born in Concord July 14, 1823; married, November 5, 1851, Annie, daughter of John Campbell and Angeline (Whitmore) Humphreys, of Brunswick, Me. She was born November 19, 1828, and died December 11, 1890. Their children are five sons, viz.: EDWARD HAZEN, born August 24, 1854. He was graduated at Bowdoin College, 1876, Boston University Law School, 1879, and is now in the wholesale grain, flour, and grocery business in Bath. He married, June 13, 1883, Anna, daughter of Rev. Dr. Samuel F. and Miriam (Worcester) Dike of Bath. She was born January 16, 1855. Their children are: Anne, born in Lewiston, April 16, 1884; Phillips, born in Lewiston, February 20, 1886; Miriam Worcester, born in Bath, July 8, 1890. SAMUEL AYER, born August 22, 1857. He graduated at Yale College, 1879, Harvard Medical School, 1882, and Boston University Medical School, 1883, and is in the practice of medicine in Boston, Mass. He married, October 17, 1883, Belle C. Trowbridge, daughter of Charles I. and Caroline (Lane) Trowbridge, of Portland. She was born in Portland, July 29, 1859. Their children are: John Hazen, born in Melrose,

Mass., May 6, 1886; Joseph Stickney, born in Boston, Mass., May 20, 1889. FREDERIC HUMPHREYS, born Feb. 25, 1861. He graduated at the Bath High School in 1880, and is in business with his brother, Edward, under the firm name of Kimball Brothers. He married Mary E., daughter of Milton G. and Eunice (Hinckley) Shaw, of Bath, October 19, 1892. She was born in Greenville, Me., September 6, 1865. JOHN MCKINSTRY, born November 14, 1863. He graduated at the Bath High School, 1880, and at the Bates Mill in Lewiston. He is now agent of the Slatersville Mills, in Slatersville, R. I. He married, September 13, 1893, Sally Burnside, daughter of John C. and Mary (Dresser) Small, of Portland. HARRY WHITMORE, born December 13, 1865. He graduated at the Massachusetts Institute of Technology, in 1887, and learned the cotton-mill trade at the Tremont & Suffolk Mills, of Lowell, Mass.

John H. Kimball was educated at Concord, Fryeburg, and Phillips (Andover) Academies. In 1843 he went South and taught school in Charles County, Maryland, for two years; was in Washington, D. C., during the winter of 1845–6. Returning North he studied law with Judge Samuel Wells, in Portland, and was admitted to the Cumberland County Bar, December, 1846, when he commenced the practice of law at Kezar Falls, in Parsonsfield. In 1848 he removed to Topsham, and in August, 1849, to Bath, where he has since resided. For a few years he practiced law and then became actively engaged in the insurance business and navigation. He was also interested in railroads, and for many years was director in the Androscoggin and Central Vermont Railroads, and is now concerned, with many others, in the ownership of land and cattle in the far West. He was the first treasurer of the Bath Savings Institution, which office he held for twenty-five years; was presidential elector in 1872; representative in the State Legislature in 1878 and 1879, and senator from 1883 to 1887. In religion he was brought up a Congregationalist, and in politics has always been a Republican.

John Stockbridge.—1. John Stockbridge came to New England on the ship Blessing, of which John Liecester was master, June, 1635, when twenty-seven years old, and settled in Scituate. He

became owner of a large tract of land, purchased near "Stockbridge Mill Pond," where he owned one of the first grist-mills that were built in the colony. In 1656 he built the Stockbridge Mansion House, which was a garrison in Philip's War. 2. Charles Stockbridge lived in Boston, and in Scituate in his father's house, and built the second water-mill, in Plymouth, in 1676. 3. Charles S., son of Charles (2), was selectman of Hanover in 1727. 4. Thomas, son of Charles (2), married Sarah, daughter of Thomas Reed. 5. Joseph, son of Charles (2), married Margaret, daughter of Joseph Turner. 6. Benjamin, son of Charles (2), married Mary Tilden. 7. Samuel, son of Charles (2), married Lydia, daughter of William Barrell, in 1703. 8. Thomas, son of Thomas (4). 9. David, son of Joseph (5), married Deborah, daughter of Judge John Cushing. 10. William, son of David (9), married Ruth, daughter of John Bailey, October 8, 1774. 11. Hon. David, son of David (9), married Ruth, daughter of Hon. James Cushing. 12. John, son of William (10), studied medicine with Dr. Gad. Hitchcock, in Pembrook, Mass., settled in Topsham in 1804, moved to Bath in 1805, received the degree of M. D. from Dartmouth College in 1822, practiced forty-eight years, and died May 3, 1849.

Dr. John (12) had children as follows: T. G. Stockbridge, physician at Bath in 1827, married Mary R. Harding; John W., lived at New Orleans; Maria E., born March 25, 1815, died September, 1823; Mary G., born June 12, 1818, married Capt. William Drummond, and now lives at Kalamazoo, Mich.; Theodosia, born September 20, 1819, lives at Utica, N. Y.; Francis B., born April 9, 1826, went to Chicago in 1847, and to Michigan in 1851, was in the Legislature in 1849-50-51, and elected to the United States Senate in January, 1887, re-elected in 1893, lives at Kalamazoo, Mich., is married and has no children; Cornelia L., married T. P. Sheldon, and lives at Kalamazoo; Joseph H., born February 18, 1831, died June, 1844; March E., born October 27, 1832, married W. D. Houghleting, and lives in Chicago, Ill.

Isaac H. Merritt was born in Harpswell, at the portion that is known as Condys Harbor. His education was such as could be obtained in the public schools. When still young he adopted a sea-

faring life, and in due course of service rose to the command of the vessels in which he sailed. His early voyages were to the West India ports, and later in the European trade. He was uniformly fortunate as a commander, and, having accumulated sufficient means to warrant him to do so, he retired from the sea to be with his family, making his home in Bath, where he built a fine residence, and entered into mercantile business which he continued as long as he lived.

While yet a young man, he married Miss Hannah Ann Batchelder, daughter of Capt. Timothy Batchelder, with whom he sailed in his his early voyages. His wife had been a young lady of the highest standing in her native town, and was notable for her superior mental culture and personal accomplishments. They had two sons who are now living in San Francisco, where Mrs. Merritt has resided for many years since the death of her husband. Captain Merritt had native traits of character that were genial, outspoken, and generous, which endeared him to those with whom he associated. He possessed a well developed and handsome presence. While in the prime of life and in apparant health his sudden death was a shock to the community and regretted by all classes of citizens.

Alfred Lemont was born in Bath, April 5, 1808, and married Miss Malinda Hoadsdon, of Wales, Me., in December, 1836. They have one daughter, Aramede Snow Lemont, who was born in Bath, February 9, 1845, and married Capt. Henry C. Tarbox in 1866, and they live in Bath. In his early life Mr. Lemont worked at the blacksmith business in Bath thirty years, when he relinquished it and commenced ship-building. The first vessel he built was the schooner Eliza Ann, at a yard north of Thomas Harward's, in 1835. She was employed in the coasting trade, and eventually was lost on Seal Rock while endeavoring to make the harbor at Eastport, to which port she was bound to load with plaster. In 1835 he began building ships at Winnegance with Richard Morse & Sons, and continued to build with them until 1851, when he established a yard of his own in Bath, in which he built vessels until 1865, when he relinquished the business, but to the present time has continually owned

in various vessels. He has been connected in banks in Bath twenty-five years, as a director in the Sagadahoc National Bank and an incorporator in the Twenty-five Cent Savings Bank. He is now living in retirement on a farm at West Bath, realizing a green old age, at a finely located residence, fronting the beautiful Campbells Pond.

Andrew Tarbox was a leading and influential townsman of Woolwich, who commanded Bath ships, and owned and occupied, for many years, the fine old Governor Phips estate, in that town. Late in life, Captain Tarbox purchased the Judge Groton property, on High street, in this city, and built thereon a new house, and passed his declining years in the midst of his children. Captain Tarbox was a staunch Republican through all the eighty-four years of his life, and served his adopted city repeatedly in both branches of the city government.

Henry C. Tarbox was born on Phips' Point, Woolwich, December 2, 1836, and was brought up on the old Phips farm. His father, Andrew Tarbox, being a ship-master, Henry C. early imbibed the attractions of a sea-faring life, and, at the age of thirteen, went to sea with his father. His early education was in the district schools, but eventually he attended the academies of Pittston and Litchfield, where he obtained the rudiments of an English education and the theory of navigation. From that time on he sailed in separate ships from that of his father, serving the regular grades of seamanship to the command of bark Samuel Tarbox in 1858, commanding her six years, most of the time in the Chincha Islands trade, coming home in 1865, and remaining one year; rejoined the Tarbox, lost her in a hurricane sailing from Baltimore for Aspinwall, and was rescued after three days without food. He then commanded the ships Ataska, Alexander, bark Almira Robinson, and retired from the sea in 1884, living in Bath. On February 15, 1865, Captain Tarbox married Aramede Lemont, only daughter of Alfred Lemont, of Bath, and they have three sons and two daughters.

Parker Merrill Whitmore.—His father, Dea. William H. Whitmore, was a prominent man of his day. He lived in Arrowsic, nearly opposite the City of Bath, where he had a farm which he

cultivated, and, in the earlier portion of his life, followed the sea; later on he studied for the ministry and was licensed to preach but never ordained. He devoted the winter months to teaching school, in which avocation he was very successful. He was a deacon in the Congregational Church, at Phipsburg, for a long number of years, and was always known as a bright and active Christian, notable, ready, and earnest in prayer and exhortation. In person he was of a compactly and fully developed build, the perfect man, with a fresh, cheerful, and hearty presence, and liked by all who knew him. He was a great reader of the Bible and read it through twenty-eight times. His days were long in the land, having lived to the age of 89 years, departing this life October 13, 1877.

P. M. Whitmore comes down in the line of the fifth and sixth generation. His grandfather was Andrew Whitmore, born October 2, 1760, and his grandmother was Lucy, only child of James and Mary Couilliard, born January 29, 1768, both living to a good old age, and both dying aged 99 years. His father was William H. Whitmore, of Arrowsic, born September 10, 1788, married, first, Charlotte, daughter of John and Susanna Parker, of Phipsburg, and second, Phebe, daughter of John Hayden, of Bowdoinham, having children by both wives. In early life Captain Whitmore followed the sea, but just after the Civil War he settled in Richmond and later in Bath, where he built several ships. Of late years he has occupied himself as a ship-broker, which business he is in at the presesnt time. He was twice married but is now a widower. His first wife was Martha C. daughter of Samuel F. and Elizabeth G. Blair, of Richmond, Me., by whom he had one daughter, who only lived one year; his first wife dying, he married Mary E., a sister of his first wife, who died June 1, 1870; by his second wife he had four children, Eugenia Antoinette, Mary Parker, Harriet Louise, and Lizzie Parker.

William Evarts Whitmore is the eldest son of William H. Whitmore by his second wife, Phebe Hayden, and was born at Arrowsic, November 22 1835. While young he entered upon a sea-faring life, became master of ships sailing out of the Port of Bath, and retiring from the sea, while in the prime of life, engaged in the coal trade in Bath, in which business he is now occupied.

Denny McCobb Humphreys, son of John C. Humphreys, of Brunswick, was born in Brunswick, October 11, 1838, and on January 27, 1863, married Miss Carrie Augusta Owen, who was born in Topsham, April 30, 1839. They have had seven children, of whom there are living, Lillius Barrows (Mrs. A. F. Dunnells), Agnes Whitmore, John Campbell, Grace Thomson, Alice Mary, and Frederic William. Captain Humphreys followed the sea in his early life, commanding some of the best ships of Bath build. He retired from the sea while in the prime of life, and made his residence in Bath, where he has since been engaged in the insurance business.

John Henry Humphreys was born in Brunswick, June 11, 1825, and July 27, 1851, he married Miss Frances Wilson, who was born in Topsham, August 23, 1831. They had one son, Frederick W. Humphreys, who was born May 31, 1852, and died in Bath, of consumption, May 11, 1876. He was a very promising young man. Mr. Humphreys moved from Brunswick to Bath in 1866. In his business life Mr. Humphreys was engaged, with his father, J. C. Humphreys, in milling and ship-building in Brunswick; was employed in the Bath Custom House when his father was collector; was treasurer of Bath Savings Institution from 1861 till his death, a period of thirty years; was a member of Polar Star Lodge and of Dunlap Commandery. In 1891 he went to California for the benefit of his health, and on his return died in Bath, June 6, 1891, and was interred with Masonic honors. He left an amiable wife, who is a member of Grace Episcopal Church and highly esteemed in society.

Charles Nichols Delano.—The ancestor of the Delano family was Hopestil Delano, grandfather of Charles N., who was born in Kingston, Mass., in 1734. He became captain of a schooner, and while sailing to the Kennebec he purchased a farm in Woolwich and settled upon it, and died there in 1829, when 95 years of age. His son, John Delano, was the father of Charles N., who was born at Woolwich, February 19, 1819. He married, August 17, 1843, Miss Frances Caroline Larrabee, daughter of Robert Larrabee, of Phipsburg. She was born January 26, 1824. Their children were four sons and three daughters. His wife died November 4, 1864, and he

married her twin sister, Beatrice, November 17, 1865. Captain Delano followed the sea and was in command of sea-going vessels from 1844 to 1868, when he retired and was in the mill and lumber business, in Portland, until 1883, making his residence during that time in Bath, where his widow still resides in a pleasant home. In 1860 he joined the Winter Street Church, and was one of its deacons fourteen years. He accumulated a handsome property. Deacon Delano was a most upright man and an exemplary Christian. His death occurred December 5, 1887, when he was 68 years of age.

Abel E. Work.— James Work, the great-grandfather of Capt. Abel E. Work, of Bath, was born in the City of Cork, near Dublin; his great-grandmother was Elizabeth Work, but no relation of her husband. They came to America about 1722; resided thirteen years on Birch Island; in 1735 they moved to Topsham and settled on a farm of one hundred acres, bought of the Pejepscot Proprietors, on the Bay road; both died about 1760. They had two sons and three daughters.

The grandfather, Ebenezer Work, was born on the passage from Europe, in 1722. He married Olive Sullivan, of Scituate, Mass., born in 1724. They lived and died on the old farm, he in December, 1826, and she in December, 1827. Their children were: John, James, David, William, Margaret, Jane, Mary, Elizabeth, Lydia, and Mary.

The father, David Work, the third son of the above, was born in Topsham, in 1777; married Mary Eaton, of Topsham, 1801 or 1802; she was born in 1784 and died in 1876; he died in 1861, when nearly 84 years of age. They lived and died on the homestead farm. Their children were fifteen, of whom eleven lived to grow up: Oliver, Lucy, David, Joseph, Benjamin, Catharine, Charles, Susan, Lewis M., Harriet, Humphrey, Statira, Abel E. Those living are David, Susan, and Abel E. David lives on the homestead, and married Mrs. Hannah Griffin, of Topsham, in 1882.

Abel E. was brought up on his father's farm, and commenced going to sea in 1850, when sixteen years old, and became captain in 1862, commanding, successively, the brig, President Benson of Baltimore; bark, Halcyon, and ships, Bombay, Oregon, and Thomas M. Reed

of Bath; never met with an accident in twenty-six years; only lost one man by sickness, and one lost overboard. On June 13, 1874, he married Augusta Fisher, who was born in Arrowsic, September 11, 1843, daughter of A. D. Fisher; has one child, Ruth Pearl, born in Bath, April 1, 1877.

James Todd Morse, a retired ship-master, was born in Phipsburg, April 17, 1822. His father was Francis Morse, and his mother, Nancy (Todd) Morse. His grandfather was Jonathan Morse, of Small Point. The boyhood of Captain Morse was spent on his father's farm, on the old Lithgow place, and his education was in the district schools. On October 29, 1849, he married Miss Margaret W. Lowell, daughter of Capt. Abner Lowell, of Small Point. She was born August 26, 1827, and they have had six children, of whom four are living.

Mr. Morse commenced going to sea in 1840, when he was eighteen years old, sailing in Bath ships, and rose to be master of a ship, in regular course of promotion, in eight years, and commanded some of the best ships of Bath build, for many years. In 1867 he was in command of the ocean steamer, Tiogo, running between New York and New Orleans, *via* Havana; she was consumed by spontaneous combustion. Ending his sea-faring life, in 1871, he settled in Philadelphia, being employed as Marine Superintendent of the steamer line between Philadelphia and Antwerp, in which he continued until 1884, when he retired from active business life to the old family homestead in Phipsburg.

John S. Lowell, son of Capt. Abner Lowell, Jr., was born at Small Point, Phipsburg, and went to sea at the age of 17 years. He married Miss C. M. Campbell, of Phipsburg, and they have had two boys and two girls. When 21 years old he became captain, and successively commanded the ships Armoriel and Tiger, barque Alice Minot, ships M. E. Riggs and Merom, sailing in C. V. Minot's employ twenty-one years, after which he moved to Bath, where he still resides during the summer season, and in Charlestown, Mass., winters. Captain Lowell's wife died when he was on a voyage to China, and he subsequently married, after three years, the widow of

Yours very truly
Sam Harding

Captain Plummer, of Newburyport; Charleston, S. C., being her native place. The last few years of his going to sea he had charge of the ship, Studson, until she was sold. Captain Lowell has been fortunate in his sea-faring life.

Samuel Woodard Cushing was born in Phipsburg, July 27, 1821. He is a descendant of the ancient families of Philbrook, Cushing, and McCobb. Mr. Cushing obtained such an education as was afforded by the public schools of that day, together with three years in school in Bangor. During his stay in Phipsburg his home was on Lees Island, where his immediate ancestors resided, owning this notable island. In 1854 Mr. Cushing transferred his residence to Bath, where he pursued trade with success, retiring therefrom in 1892. September 26, 1848, he married, in Phipsburg, Miss Mary Ann Mereen, daughter of Capt. Abel Mereen, who was born July 26, 1831. They have five sons and two daughters, who have been well educated at high schools and colleges, five of them becoming teachers in the higher departments of learning.

William Lee Cushing was born in Phipsburg, July 24, 1849; graduated at the Bath High School in 1868, entered Yale College in 1869 and graduated with the degree of A. M. in 1872; taught school in New Haven, Conn.,—Hopkins Preparatory School—several years; went to Europe and spent four years studying at Athens; returned to this country in 1887; became teacher in Yale College. In 1889 he founded "Westminster School" at Dobbs Ferry, N. Y., which he is conducting successfully. April 6, 1876, he married Miss Mary Strong, of Hartford, and they have three children. In the spring of 1891 he went on a trip to Europe.

John M. Cushing was born on Lees Island, Phipsburg, February 26, 1851; came to Bath, when three years old, with his father, Samuel W. Cushing; graduated from the high school in the class of 1868; commenced a sea-faring life, in November of the same year, in the ship Ellen Goodspeed; subsequently went in other Bath and Brunswick ships; became captain in December, 1872, in command of the ship John O. Baker of Brunswick, when twenty-one years of age; in November, 1875, took charge of the ship Oregon; later was in the employ of the Red Star Line of steamers, plying between

New York and Antwerp; was in the ship brokerage business at Puget Sound four years; came back and was in the employ of the American Line of steamers, running between Philadelphia and Liverpool; in August, 1886, was chief executive officer of the Vanderbilt steam yacht, Alva; in June, 1887, took charge of the steam yacht, Susquehanna, owned by Mr. Joseph Stickney, and is now in command and part owner of a ship. He married Emma Smith, of Bangor, December 31, 1872, and has two boys and a girl. She died in February, 1884.

Samuel Dayton Cushing was born in Phipsburg, March 30, 1853; graduated at the Bath High School in 1871; went to Europe in September, 1872, and pursued the study of music at Leipsic, Germany, three years, as also at London, where he took lessons on the organ six weeks; returning home he became organist for the Springfield, Mass., Congregational Church, at the same time teaching music; from thence went to Toledo, Ohio, where he is organist for a Congregational Society of that city.

Charles Elbridge Cushing was born in Bath, August 11, 1863; graduated at the Bath High School in 1881, and Yale College in 1885, on which occasion he was class poet and the poem was published in book form; taught school in New Jersey one year, and then at Yonkers, N. Y., and later in the Commercial College at Portland; thence went to the City of Colorado Springs, Colo., where he was engaged in teaching; and went to Europe in 1890. He is now teaching in his brother's school at Dobbs Ferry.

The youngest son of S. W. Cushing is Frank Delano Cushing, born in Bath, December 15, 1871, and who is in Westminster School preparing to enter college.

Charles Albert Coombs was born in Brunswick, October 17, 1836, came to Bath when a youth, and was educated in the public and private schools. In commencing his business life he served as clerk in several stores, and at the age of nineteen went into the grocery business on his own account, afterwards a partner in the firm of Moores & Coombs. He went to the far western country in 1857; was one of General Lane's celebrated Kansas rangers during the Kansas–Nebraska difficulties; then became a pioneer to Colorado in

the spring of 1859 in the pursuit of gold mining; traveled in Texas and New Mexico; returned to Bath; was the very first to enroll his name under the first call for troops at the commencement of the Rebellion; was mustered in Company A, Third Maine Regiment of three years' men, of which O. O. Howard was Colonel; was wounded at the battle of Fair Oaks in June, 1862, and taken to David's Island, on Long Island Sound, to recruit; returned to the army in May, 1863, as clerk in the Quartermaster's department, served in that capacity in Sheridan's Cavalry until the close of the war; returning to Bath he went to Canada in the oil business; coming back to the States he entered upon his subsequent career of railroad employ; was three and a half years, in 1867 and 1871, station agent at Lewiston; was appointed the first superintendent of the Knox & Lincoln Railroad, in September, 1871; resigned March 31, 1886, to accept the office of general manager of the Boston, Hoosac Tunnel and Western Road; when that road was sold to the Fitchburg Company he became general manager of the New York & Northern; resigned in one year to accept the general management of the Annapolis & Baltimore Road, which position he still holds, while his family continues to reside in Bath, where he married, July, 1866, Miss Mary Elizabeth Cowin, daughter of Capt. Joseph Cowin. They have had one son and two daughters. Mrs. Coombs was born in Bath in 1840. When Mr. Coombs resigned from the superintendency of the Knox & Lincoln Road his friends in Bath gave, in his honor, a banquet at the Sagadahoc House, with numerous guests.

Francis Winter Weeks, youngest son of John Weeks and Mary Pettengill, was born in Bath, February 26, 1844. He received a good business education, whi h was completed in the high school. His business career was commenced as purser on the steamship Montana, plying between San Francisco and Portland, Ore., in which employment he was engaged in 1865, 1866, and March, 1867. Subsequently, returning to the East, he entered the office of Franklin & Edwin Reed at Bath. For the period of fourteen years he was in the insurance business. In 1883 he formed a partnership with Frederick E. Reed in insurance and private banking. That connection having been dissolved, he was chosen treasurer of the

People's Twenty-five Cent Savings Bank, in January, 1886, which position he is now filling, and he has been county treasurer since 1889. Mr. Weeks has been a prominent member of the Bath Board of Trade and its secretary many years. He served in the Common Council in 1879, 1880, 1885, 1891, 1892, and 1893, and was its president the latter year; also on the Board of Aldermen in 1886, 1887, and 1888. For twenty-five years Mr. Weeks has been a member of the Masonic Order, having joined Solar Lodge in 1868, and the Commandery in 1886. On September 12, 1876, he married Frances Almira Delano, daughter of Capt. Charles N. and Caroline Delano. She was born May 5, 1854. Their children are: Mary Eveleth, Caroline Beatrice, Charles Nichols, and Olive Metcalf Weeks.

B. W. Hathorne was born in Wiscasset, August 28, 1839. His early life was spent on his father's farm, when, at eighteen years of age, he went to sea three years, after which he was employed on a steamer on Lake Ponchartrain, Mississippi, until 1860, when he went to California and engaged in gold mining with success; returned to Bath in 1870; went into trade at Varneys Mills; in 1871 bought out the store of goods where he has conducted the grocery business to the present time. He has served two years in the City Government. December 31, 1876, he married Miss Eliza A. Morse, a sister of B. W. Morse, a very estimable lady, and their residence is on the site of the Old South Church, High street.

Charles Henry Morse was born in Somerville, Mass., June 17, 1830, and came to Bath when a child, with his parents, where he has since resided. He commenced life by learning the trade of ship-joiner, at which he worked six years. He then began running on steamboats on the Kennebec, soon taking command. In 1862 he was placed in command of a government steamer, built at Wiscasset, and took her to service in Southern waters, where she was employed during the war as a transport of men and supplies. On one occasion this boat did invaluable service in saving Washington from a raid of General Early, when its defenses were weak, by being the only boat on the Potomac, of sufficient light draft, to bring to the city a detachment sent to head off the enemy, the Union army being then (1864)

before Richmond. Returning from the war, Captain Morse commanded steamboats on the Kennebec until 1885, when he became superintendent of the Knickerbocker Steamboat Company, holding the position to the present time.

Alden Morse was born in Phipsburg, and is a son of Richard and Jane Morse. He worked with his father, cultivating a large farm and operating a saw-mill, during his minority, after which he became interested, with his father and brothers, in the manufacture of lumber at Winnegance, doing an extensive and lucrative business which they continued, in connection with the building of ships, at Winnegance and subsequently at Bath, on a large scale. Mr. Morse was always a worker, and while operating a buzz-saw in his mill had the misfortune to meet with a fatal accident, prematurely ending his days while in the prime of life, May 7, 1875. He married Miss Louisa Lee, by whom he had a son, Charles, and a daughter, Jane. His wife dying, he married Miss Mary Elizabeth Averill, of Wiscasset, and their children are Horace Gray, John Alden, and Clarence Morse. The two elder brothers when of an age to enter business, in 1888, commenced ship-building, launching three large schooners, at Bath, in 1890. Horace G. had the misfortune of being run over in Bath, by a hose-cart of the fire department, while trying to assist during a fire, and was killed. The brother, John A., still continues the business. Mrs. Morse moved to Bath, where the family now reside. In 1870, when the ice business had commenced on the Kennebec, Mr. Alden Morse undertook the enterprise of purchasing and converting the Parkers Head mill-pond into an ice-pond, and taking his brother, John, into partnership, successfully carried on the ice business.

William L. White was born October 10, 1825, in Cleveland, Ohio. His father was a native of Essex County, Mass., and was a lineal descendant of Peregrine White of old Plymouth Colony fame. Coming to Massachusetts when he was two years old, he came to Maine in 1851, and, with others, owned the stage line that ran between Bath and Rockland until the completion of the Knox & Lincoln Railroad, when the travel east from Bath was changed from

stage to rail. On this road he was a conductor until 1885, when he became successor of C. A. Coombs as manager, and has been continued in that office since the road has become a part of the Maine Central system.

Frederic Henry Low, son of David P. Low, a life-long and esteemed resident of the city, was born in Bath, June 27, 1849, where he received his education in the public schools. He then entered the counting-room of J. S. Milliken & Co., as book-keeper, where he served three years; was then in the employ of George H. Nichols in the dry goods business twelve years; became treasurer of the Knox & Lincoln Railroad Company in 1883; when the road was sold to other parties, in 1890, he was continued in the same position; elected treasurer of the Bath Savings Institution upon the death of John H. Humphreys, in 1891, and was elected cashier of the Lincoln Bank in 1893. Mr. Low served as alderman in 1889, and has been a member of the Common Council for the years 1883, 1892, and 1893, serving on important committees.

Read Nichols was born in Bowdoin, March 11, 1822, and came to Bath in 1839 to learn the masons' trade, which business he has followed to the present time, and to which he has added dealing in baled hay, drain tile, cement, lime, and brick. He has served in the Common Council three terms and as an overseer of the poor five years; was chief engineer of the fire department two years, having worked his way up to that position in a twenty years' service. He helped work the historical Kennebec engine when its tub had to be filled by the use of buckets. In 1890 he extended his business by establishing a brick-yard at the western end of Western Avenue at Round Meadow. January 26, 1846, he married Rachel Ann Little, daughter of Capt. Charles Little of Bath, and their children living are: Charles L., Clara A., and Emma A. (Mrs. Daniel Pierce).

Henry Eames has been assistant cashier and cashier of the Sagadahoc National Bank continuously since 1853, a period of forty years. That he has been constant to the duties of this position is shown in the fact that, in all these years, he has not been absent

from his desk at the office a single day. Mr. Eames has always resided in Bath, where he was born February 3, 1834. He had the advantages of a good city school education. January 22, 1857, he married, in Bath, Miss Adelia Fredeline Morse, who was born in Gardiner, May 8, 1836. They have three children: Frederick Henry, Ella Florence, and William Morse. Ella Florence graduated from Smith College, Northampton, and married Edward E. Wood, of Northampton, Mass, September 8, 1885, and they reside in that city. F. H. and W. M. Eames graduated from Bowdoin College and from the Massachusetts College of Pharmacy, and are in the drug business in Manchester, N. H.

George W. Johnson was born and educated in Bath; was assistant postmaster several years; when the Patten Car Works were built he was book-keeper for that company two years, then was elected treasurer of the People's Twenty-five Cent Savings Bank, which position he held until January, 1886. Edward F. Johnson was employed at Swanton, Jameson & Co.'s for eighteen years, as was also Ernest A. Johnson for about nine years, as salesmen, thus gaining a thorough knowledge of the hardware trade, so valuable to them in carrying on their own business in the same line. The firm is composed of George W. Johnson, Edward F. Johnson, and Ernest A. Johnson, all of whom are active, enterprising, business men, dealing in general hardware and ship chandlery, both wholesale and retail, occupying their own store in Elliot House Block, which was first occupied by Kendall & Richardson, then by S D. Bailey & Co., who were succeeded by George Fisher, and then by Johnson Brothers in 1885.

Alfred D. Stetson was born in Brunswick and educated in its public schools. At the age of sixteen he commenced work in the furniture business, in which he has ever since been engaged in this city, with the exception of one year, when he was in the army at the time of the War of the Rebellion, having raised a company at Brunswick in 1862, in which he became second lieutenant. This company was stationed at Arlington Heights and Chantily during portions of the time of 1862 and 1863. After being mustered out of the army

he came to Bath in July, 1868, purchased the furniture stock of J. C. Ledyard, and has continued the business in the same store to the present time. He served three years on the board of trustees of the Military and Naval Orphan Asylum, and in the Common Council of the city about the same length of time. His sons are Harry E. and Arthur H. Stetson; the latter graduated at the high school and is in Bowdoin College, Junior class of 1893.

Joseph Marston Hayes is a son of the notable temperance advocate of olden times, Joseph Hayes, and his mother was Austress Davis Hayes. He was born in Bath, June 4, 1833, and graduated from the high school in 1848, when only fifteen years of age. He then learned the trade of printer with John T. Gilman, in Bath, and other printers, and worked as journeyman in Bath and Damariscotta. At the latter place he published the weekly *American Sentinel* until 1856, when it was sold to Bath parties and he moved with it to this city, and was foreman of its office until 1863, when he was appointed clerk of the Supreme Court of Sagadahoc County, and has, by election, held the office to the present date, with the exception of one year. He has also served in the City Government twenty-three years as member and clerk of the Common Council and Alderman, and was president of the former board several terms. In Masonry he has been quite prominent, having filled the various offices in his Lodge, Chapter, Council, and Commandery, in this city, and been Grand High Priest of the Grand Royal Arch Chapter of Maine, and Senior Grand Warden of the Grand Lodge.

D. Howard Spear was born in Bowdoinham, Me.; came to Bath at an early age and afterwards learned the blacksmith trade; was foreman blacksmith at Goss, Sawyer & Packard's for thirteen years; married Ada Sawyer in 1876; January, 1887, commenced building vessels in the firm of Kelley, Spear & Co.

James F. Murphey was born in Bath, March 31, 1850. His father was James K. Murphey, who was a ship-carpenter in Houghton Brothers' employ, dying in 1879. Captain Murphey married Miss Maria Higgins, of Bath, and they have a daughter and a son. He commenced going to sea in 1863, became captain in 1871, and

has commanded the ships David Brown, Alexander, North Hampton, Yorktown, W. F. Babcock, and is now in the ship Shenandoah, which is one of the largest wood ships that has ever floated on the ocean, and under Captain Murphey's handling has proved superior to the most speedy deep-sea-going ship of the day. He has sailed in the Sewalls' employ twelve years; has had an interest in all the ships of which he has had the command, and owns largely in the Shenandoah. In all the years of his service as captain he has never had occasion to call upon underwriters for a dollar.

John Louville Purington is a son of John H. Purington, and was born in Bath, January 31, 1833. He married Miss Mary Ann Larrabee, of Bath, July 2, 1862. She was born August 26, 1838, and they have had four children — William, John L., Edward C., and Arthur K. Purington. Mr. Purington was educated in the schools of his native city; commenced active life by going to sea in September, 1850, and continuing seven years in deep-sea-going ships; returning from the sea, he was in the coal business in Dorchester for three years, when he again went to sea for one year, making his home with his mother, in Bowdoinham, a portion of the time. In the summer of 1861 he came to Bath and entered the dry goods business in company with T. D. Percy; then in the firm of Blair & Purington, later as Purington & Carr, and, after April, 1868, continuing in the same business in his own name, moving into his store in Bank Block, December 14, 1877, with his son, John Larrabee Purington, assistant. Mr. Purington died in Bath, at which time the *Bath Daily Times* thus spoke of him: "He had been a member of Solar Lodge for some time. He was a man of fine character, untarnished reputation, good business habits, and an earnest Christian, having been an active member of the Baptist Church for many years." Since the death of Mr. Purington, his sons, John L. and Edward C., have united in continuing the business their father left, having remodeled the store into a first-class establishment and making the firm name J. L. Purington's Sons.

William Dayton Hill was born in Phipsburg, December 14, 1824, and is a descendant of James McCobb, the earliest permanent

settler at Phipsburg Centre, and of the early Cushing and Philbrook families of Bath. His education was in the public and special schools of his native town, to which he added, at a later date, that of commercial business, in the counting-room of D. C. Magoun, in Bath, and by private study. His first start in the business of life was employment in the office of Magoun & Clapp, wholesale grocers, in 1849, as book-keeper four years, when he engaged for more compensation in doing the writing of the ship-building firm of Hall & Snow, and returning, after the close of his engagement for one year, to Magoun & Clapp; was appointed assistant cashier of the Commercial Bank, becoming afterwards its cashier; then was assistant cashier of Bath City Bank, and its cashier eleven years, and subsequently became cashier of Bath National Bank from 1865 to the time of his death, April 8, 1893.

November 9, 1847, Mr. Hill married Miss Cordelia Hill Morrison, daughter of Capt. Pierson Morrison, a wealthy ship-master and ship-builder at Phipsburg. She was born April 11, 1828. They have had a family of eight children, of whom there were four sons and four daughters, and there are living William Pierson, Silie Cushing, and Frederick Dayton Hill. William Pierson married Kate H. Fisher, and Silie Cushing married Frank R. Mason. Frederick D. graduated at the high school and Eastman Commercial College; was employed in the office of the Maine Central Railroad, and succeeded his father as cashier of the Bath National Bank.

Mr. Hill was a member of the Solar Lodge of Masons, of Bath, for many years, and also of the Commandery, having held some of the higher offices in each of these bodies. He was also a member of the Winter Street Church.

Mr. Hill met with success in life solely through his own merits and unaided exertions, having ever been eminently true to his integrity and business responsibilities, of an irreproachable character, and was one of the most respected citizens.

Albert H. Shaw was born in Greenville, Me., April 21, 1857, and married Martha Ellen Mansell, August 19, 1879. They came to Bath to reside in April, 1883. The education of Mr. Shaw was

such as could be obtained in the schools of his native place, where, after leaving school, he went into trade and at the same time had an interest in lumber operations. In October, 1878, he became a member of the firm of M. G. Shaw & Sons in the manufacturing of lumber. His father is the Hon. M. G. Shaw, a large owner of timber lands in the forests of Maine, and who was for several years one of the board of selectmen of Greenville, served one term in the State Legislature, and now resides in Bath.

John McDonald is one of the heavy ship-builders at the south end, and had built considerably before he came to Bath. He has built here the ships, St. Lucia, St. Nicholas, St. John, W. R. Grace, St. Paul, M. P. Grace, St. David, Santa Clara, St. Steven, A. J. Fuller, John McDonald, St. Francis, St. James, Henry B. Hyde; barks, W. B. Flint, Factolus; schooners, C. R. Flint, Alice McDonald, Myra B. Wheeler, Kate S. Flint. A total of fourteen ships, two barks, and four schooners.

Parker McCobb Reed bears a name representing well-known families on the lower Kennebec River, dating back to its earliest settlement. Parker was derived from the John Parkers who were pioneers at the mouth of the river, and whose names are now found in Parkers Island, Parkers Head, and Parkers Flats. McCobb is identified with those of that name who, as early residents of Georgetown, assisted in the conquest of Quebec and achieved high military rank in the struggles of the American Revolution, and in our second war with Great Britain.

Mr. Reed's paternal grandfather was Col. Andrew Reed, the pioneer of Boothbay; his father was also Andrew Reed, who commanded a regiment in the War of 1812, and he was brother of Hon. William M. Reed, who was a resident of Bath. Mr. Reed was born in Georgetown, now Phipsburg, April 6, 1813, at the Reed farm, when his father, with his regiment, was fortifying the heights at Coxs Head, near Fort Popham. His mother, Beatrice McCobb Reed, was daughter of Brig.-Gen. Samuel McCobb, and granddaughter of Maj. Samuel Denny, who was prominent in Church and State at Old

Georgetown early in the eighteenth century, and whose ancestry is traced back to 1400, in England, where the Denny home of that period still stands well preserved, and was occupied by a Samuel Denny in 1880.

Mr. Reed's education was acquired in the district schools of his native town and at the High Street Academy, in Bath, under the instruction of Jonas Burnham. He began his business career as clerk to his brother, Thomas M. Reed, at Phipsburg Centre. When eighteen years of age he became clerk in the wholesale and retail book-store of Pendleton & Hill, 94 Broadway, New York City, opposite Trinity Church. This store was the fashionable literary emporium of New York City at that day. Mr. Reed afterwards was clerk to Samuel Byron Halliday, who subsequently entered the ministry and was assistant pastor to Henry Ward Beecher at Plymouth Church. After a trip to Havana, in 1833, Mr. Reed returned to Phipsburg and engaged in school teaching, and later took the management of his father's large farm, being the last of a numerous family to remain at the homestead. Inheriting a taste for military life, he was appointed sergeant-major of the Bath regiment of militia for the Aroostook War, and later was made captain of a company.

The uncongenial work of farm life led to his removal to Massachusetts, where he studied medicine under Dr. Winslow Lewis, Jr., in Boston, and afterwards attended lectures at the Medical College in Buffalo, N. Y., where the eminent Austin Flint and Frank H. Hamilton were professors. He practiced his profession, in Illinois and Wisconsin, until 1866, when he was induced, by the tender of a lucrative position, to enter journalism, for which he was, in a measure, prepared, as for many years he had continuously contributed articles for the *Boston Traveller* and other newspapers, East and West. In 1866 he became directly connected with the *Wisconsin*, and later the *Sentinel*, the leading newspapers of Milwaukee, and the *Post* and *Inter-Ocean* of Chicago. He was closely identified, in the establishment of the latter paper, with Mr. William Penn Nixon, its corner-stone; J. Y. Scammon, its founder; E. W. Halford, later private secretary to President Harrison, and F. W. Palmer, afterwards government printer at Washington. As a newspaper man,

Elias Moses

ARTOTYPE, E. DIERSTADT, N. Y.

Mr. Reed achieved distinction in the Northwest, attaining much influence and made many warm, personal friends, both in business and political life. He wrote and published, in 1882, the "Bench and Bar of Wisconsin," a large quarto volume, which was accepted as a work of much value.

In the fall of 1882 he returned to Maine, and became a resident of Bath. Interesting himself particularly in historical matters, he became a member of the Sagadahoc Historical Society and was its president for three years. In 1888 he was elected a member of the Maine Historical Society. In 1889 he prepared and began the publication of the "History of the Lower Kennebec," in a series of numbers, and at the same time was at work on "The History of Bath and Environs." He was induced to undertake this latter work by the solicitations of public-spirited citizens who commendably desired that the annals of Bath should be put on permanent record, by one of the few surviving citizens who had a personal knowledge of the men and events of past years. Endowed from his childhood with a love of historical research, he has added honesty of purpose, perseverance, and great power of endurance in collecting and condensing the enormous amount of facts necessary in producing a history of a large and important district.

In April, 1846, Mr. Reed married Miss Harriet S. Elliot of Phipsburg. Their children are: Emma Beatrice and Albert Alfred Reed, the former living in Bath and the latter a journalist in Boston.

Oliver Moses came to Bath, from Portland, in February, 1826. He had learned the trade of tinsmith in that city and noticing that a newspaper recommended Bath as a good opening for that business came at once to this, then, village and opened a shop. With his natural energy and industry he worked in his shop evenings. He was a single man and boarded with Mrs. Rachel Trott, the first-class boarding-house of that day. A year later, his brother, William V. Moses, who likewise learned the trade of tinsmith in Portland and coming from Gardiner, entered into partnership, and the firm of W. V. & O. Moses eventually became one of the most noted on the river.

From tin they enlarged their business gradually into dealing in iron and like goods. Iron fire frames coming into use, they dealt largely in those, and when stoves were introduced they were the first to deal in them in Bath and the business became immense. Square dealing brought the best of custom to the establishment. The demand for stoves became large, and there was profit in handling them. In connection with this business there was a demand for iron castings. With the enterprise for which Mr. Moses was always remarkable the firm established a foundry. The foundry was first on Vine street, where Emery's wool warehouse now is, and the plant was subsequently removed to Water street, the present location of the Bath Iron Works. When the marine railway was built in Bath the castings for it were made in the Moses foundry. The brick building occupied for so many years by the firm on Front street, opposite the head of Broad, was built by them. Like the generality of Bath business men, the firm had taken interests in vessels and finally relinquished their other business to enter into ship-building. For this purpose they established a yard at the foot of Pearl street in 1844, where they built a large number of ships and other vessels.

The Moses Brothers possessed a laudable ambition for improving the city by the erection of buildings and blocks, among which were the Columbian Hall and Hotel and the First National Bank Block. Mr. Oliver Moses built the Church Block on Front street in 1860, and the Universalist Church on Washington street the same year, paying largely for it himself. He also became largely interested in railroads; was president of the Androscoggin Railroad Company and superintended the construction of the road; was president of the Knox & Lincoln Railroad and was active in its construction.

In 1861 Mr. Moses was chiefly instrumental in founding the First National Bank of Bath, the first established in the state and numbered sixty-one in the United States; was the first president of the bank and continued in the office until his death, which occurred on February 11, 1882, at the age of 79 years. Mrs. Moses died May 1, 1886. He was also one of the founders of the Bath Savings Institution and served as one of the directors.

With the above record of his business career it would be superfluous to add that the life of Mr. Moses had been one of exceeding activity. He was known as a man of indomitable energy, decision, and force of character. With unerring judgment and innate foresight, all his undertakings uniformly resulted in success. He was a believer in force of will and that what one man had accomplished another man could. Starting in life as he did with a limited education, with nothing but his own unaided arms and brain with which to work, he steadily advanced from a humble avocation to a position of wealth and influence second to none in the community in which he lived, and in competition with those who had from the start superior advantages. In person Mr. Moses was above the medium size and well developed, with native courtesy and personal magnetism, clear cut in words and ways, and true to his convictions. All his life an ardent Democrat, he had no aspirations for office. In religious matters he affiliated with the Universalist denomination and was one of the chief supporters of that society in this city. Temperance in all things and strict morality were marked features of his long and active life.

Mr. Moses was born in Scarboro, Me., May 12, 1803. On July 9, 1829, he married Miss Lydia Ham Clapp, daughter of Charles Clapp of Bath. They had five children: Frank Oliver, Galen Clapp, Harriet Sylvester, Anna Elizabeth, and Wealthy Clapp.

Bernard C. Bailey was a grandson of Col. John Bailey, of Hanover, Mass., who was an officer in the Continental service in 1775, having command of a regiment in May of that year, held the commission of colonel in 1776 and served during the Revolutionary War with the reputation of a brave and faithful officer. Bernard C. was born in Hanover, May 17, 1796, and married Jane Doten Donnell, who was born in Hanover, May 3, 1797.

Coming to Bath at an early age, Mr. Bailey entered upon active business in navigation, merchandise, and manufacturing, in all of which he met with success. In 1853 and 1854 he was elected mayor, and his administration was notable for the needed improvement of the streets of the city, into the work of which he entered with vigor

and efficiency. When the Marine National Bank was organized Mr. Bailey was one of its founders and its first president, which position he held until his death in June, 1876, when eighty years of age. He was mayor at the time of the Know Nothing riot of 1854. Mr. Bailey was a very enterprising business man, straightforward in all his dealings, of exceedingly pleasant manners, and as a prominent citizen was greatly esteemed.

Samuel D. Bailey, son of the above, was in partnership with his father in ship-building and other branches of his business, and succeeded him in the presidency of the Marine National Bank, continuing in the position to the present time, devoting himself exclusively to banking business. He was mayor in 1870, elected on a citizens' ticket, and is president of the Eastern Steamboat Company and interested in other corporations. Mr. Bailey has ever been one of Bath's solid citizens and of the highest integrity.

Sewall Watson was born in Leicester, Mass., in 1795, and went to Castine, Me., at the age of fifteen years and was clerk in a store when that town was occupied by the British in 1812. During his residence in Castine he was town clerk for seven years, sheriff of Hancock County in 1830, and clerk of courts in 1838. He came to Georgetown in 1846, where he was in business for nearly twenty years. While there he was chairman of the board of selectmen for five years; was state senator in 1856 and a member of the Governor's Council during the War of the Rebellion. He removed to Bath in 1866, and died in this city in 1882, at the age of 87 years. Mr. Watson was twice married, his first wife being Anstress Little, by whom he had seven children. She died in 1843. His second wife was Mrs. Alice Delano of Georgetown. She died in Bath in 1874. Two of Mr. Watson's sons, Sewall J. and William H., have been residents of Bath since 1848.

William H. Watson was born in Castine in 1830; came to Bath in 1848; learned the tin and plumbing trade, and has been in the stove and plumbing business since 1854 until the present time, with the exception of about five years spent in the West, California, and in the army during the Civil War. He was married to Ellen C.

Hatch, in 1858, and has three daughters; served as lieutenant and captain of Company D, Third Maine Infantry, in the war, 1861–2; has been a member of the City Council six years and president of the board in 1885; has served as trustee and secretary of the Bath Military and Naval Orphan Asylum since 1882 to the present time; is an active member of Sedgwick Post, G. A. R., and Grace Episcopal Church.

John R. Kelley is one of Bath's successful ship-masters and ship-builders, having in his early life followed the occupation of his father by going to sea, and rising through all the grades of seamanship to commander. He has sailed deep-sea-going vessels of Bath's best build, including steamers sent to the Pacific coast, retiring while in the prime of life, investing in ships, and eventually becoming a ship-builder and ship-manager. Captain Kelly is a native of Phipsburg, born June 14, 1828. His great-grandfather was William Kelley, his grandfather John Kelley, and his father was Francis Kelley, who was born March 1, 1803, and married Mary Rook, at Phipsburg, September 20, 1827, she having been born April 5, 1806. Capt. Francis Kelley commenced a sea-faring life at the age of fifteen years, and followed that occupation until his retirement when verging on old age, having first been in command of coastwise vessels and then deep-sea-going ships, in which he was a part owner. During his later years he made his residence in Bath, where he died at a very advanced age.

Although inclined to shun rather than seek positions, Capt. J. R. Kelley has been an alderman of the city, a trustee and is president of the People's Savings Bank, and has held other positions of trust and responsibility requiring sound judgment and reliability. Commencing in 1887, his firm, Kelley, Spear & Co., have built twenty-eight schooners, one bark, one barkentine, two steam barks, one steamer, two barges, and seven smaller crafts.

Gardner G. Deering has been, for a long series of years, a constant ship-builder, and for a number of years was in partnership with W. T. Donnell, the firm having been Deering & Donnell. The firm dissolved in the last-named year, since which date Mr. Deering has

been alone in his business, building a vessel every year to this time. He was a native of Edgecomb, which is said to be a good place to emigrate from. He came to Bath when twelve years of age, and has become prominent as a ship-builder and in municipal affairs, having served in the Common Council four years and then refusing a nomination for alderman. Mr. Deering was born October 18, 1833, and married Lydia M. Robbins, daughter of Chaney Robbins, of Bath, and of six children there are living: Emma H., Frank M., Harry G., and Carroll A. Emma H. married Calvin W. Rogers, who is in trade in Bath. Besides vessels built by the firm of Deering & Donnell, Mr. Deering has built the schooners William T. Donnell, Oliver S. Barrett, Horatio L. Barker, John C. Haynes, Lydia M. Deering, William C. Turner, John S. Deering, Edwin R. Hunt, David P. Davis, John S. Ames, Wesley Inoler.

C. B. Harrington was born in Nova Scotia, in 1831, came to Bath in 1847. He learned the joiner's trade and worked at it several years and when about twenty-two years of age began work in the ship-yard with his father who had been a ship-builder in Nova Scotia; learned drafting and the use of ship-carpenters' tools which, with his former knowledge of joiner work, made him a boat builder, at which he has worked ever since, and has built a great many boats of all kinds, as well as a large number of yachts for Boston parties. He has built one hundred and ten vessels and boats that have been registered, viz.: twenty-one schooner yachts, twenty-five sloops (most all yachts), twenty-five fishing schooners, and thirty-nine steamboats. He married at the age of twenty-one years and has had a family of nine children, seven of whom are now living, two sons and five daughters. The sons are both iron workers.

Charles W. Taylor was born in Bath, February 14, 1849, and married Mary J. Lewis, at New Bedford, October 26, 1871. He grew up in Bath; was educated in the city schools and Maine Wesleyan Seminary, Kent's Hill; was thirteen years in the employ of the Eastern Express Company in Boston, and seven years in the employ of the Pullman Company in Montreal; is now in the coal business in Bath; in 1891 and 1892 was a member of the Common Council,

and an alderman from Ward Six for 1893. In political sentiments he is a Republican.

William Pelham Larrabee was a native of Phipsburg. He became a sea-faring man, sailing in Bath ships, among them the Hamburg, built by him at Phipsburg Centre, and the ship Moro, built also by him in the John Henry yard in Bath, and eventually was a resident of this city. His ancestry goes back to Walter Beath, a pioneer settler of Boothbay, coming directly there from the siege of Londonderry. He derives the name of Pelham from his grandfather, Joseph Beath, who married into the English Pelham family. He married, at Boothbay, Miss Ann Phillips Smith, sister of Seba Smith, who wrote the "Jack Downing" letters that were celebrated three-quarters of a century ago for their rich humor. The loss of his life at sea, together with two young daughters, is related elsewhere in this volume. Of his family there were several daughters, all married, and one son, Charles Smith Larrabee, who was engaged in the publishing business in New York until the breaking out of the Rebellion, when he went into the Army of the Potomac, captain of a Bath company in the Nineteenth Maine Regiment, after having served as mustering officer in Maine. After honorable discharge he engaged in business in Germany with success; returning from which he makes his home in Bath, where he married, in 1862, Ellen M. Conant.

Joseph Toppan Donnell was born in Newburyport, Mass., in the year 1815, where, with his father, who carried on the business of rope-making, he learned the trade, and in the year 1843, together with his brother, George, came to Bath and built the rope-walk and carried on the business of rope-making and the manufacture of all kinds of cordage under the firm name of G. & J. T. Donnell. In 1880, owing to the decease of George, the name of the firm was changed to J. T. Donnell, which continued until 1890, when the business was changed into a corporation under the name of the Donnell Cordage Co. Mr. Donnell withdrew from any active participation in the business, although he held the position of president of the new corporation. Mr. Donnell was, at different times, a

member of both branches of the City Government, but had no political ambitions. He was a very successful business man, though conservative, and carried on for forty-seven years one of the very few manufacturing establishments of Bath. He died in July, 1893.

Charles R. Donnell, a son of J. T. Donnell, was born in Bath, in 1846; graduated from the high school in 1863, and immediately went into the rope-walk of G. & J. T. Donnell and learned the trade and business. In 1880 he made one of the firm of J. T. Donnell & Co. In 1890 he was instrumental in forming the Donnell Cordage Co., of which he was elected treasurer and general manager, which position he now holds, 1893. He married, in 1874, Ella M. Mooers, and they have two children, a daughter, Florence E., and a son, Charles J.

James D. Robinson comes down from a long line of distinguished ancestry, of which he has a place in the sixth generation. He commenced his business life at Bath, and was for many years employed in the store of Jeremiah Robinson on Water street, opposite where is now the Bath Iron Works. He became interested in navigation and was master of the schooners Comet and the Planet, plying as packets between Bath and Boston, for eight years, from which service he acquired the title of captain. Retiring from a seafaring life, in 1840, he entered into business on his own account, which he continued with success; having been a constant owner in shipping, dealer in timber, a half owner in the Parkers Head Ice Company, and holding largely in real estate. Though always inclined to refuse office, he served the city on both boards of the City Government and was twice mayor; was city assessor several years; was a member of the board of directors of the First National Bank from its organization; was vice-president of the Sagadahoc Historical Society many years, and was one of the solid men of Bath, of perfect integrity. He died April 28, 1893.

He had been twice married. The first wife was Mary Elizabeth, eldest daughter of Jeremiah Robinson, his employer at the time. His second wife was Caroline Dresser, of Castine, whose father was born at Scarboro. Mrs. Robinson has considerable literary taste and

is a member of the school committee of the city. Captain Robinson had two sons and a daughter by his first marriage, and by his second marriage one daughter and a son, W. W. Robinson.

George Moulton, Jr., was born March 4, 1840. His father was George Moulton, now an aged citizen of this city, a native of Parsonfield, and who came to Bath, from Limerick, in 1828, entered upon the business of blacksmith and carriage work, and later operating a machine and boiler shop, of which he made a success, retiring at a green old age, now reaching 86 years. He has served in the city government as a member of the Common Council during the Know Nothing excitement of 1854, and has ever been a useful and respected citizen. After having completed his education in the city schools, his son, George, at the age of fifteen, went to work with his father; was taken into partnership in January, 1862, and upon the retirement of his father, in 1879, became sole proprietor of the business, continuing to the present date. Mr. Moulton has been prominent as a citizen, as a Republican, and as a member of the City Government, having served in the Common Council one year, on the Board of Aldermen four years, mayor in 1889, and is a member of the Board of Registration.

On November 16, 1864, he married Fannie E. Shaw, and their children are: George F., Mary M., Jane D., Ruth E., Fannie M., Charles D., John O., and Carrie E. They are graduates of the High School; two of the daughters are engaged in teaching; Mary M. married, in 1886, Fred H. Morse, who is in business in Philadelphia, where they reside; George F. was born September 12, 1865, graduated from the Boston School of Pharmacy, and is in a drug store in Stockbridge, Mass.

George E. and **Frank N. Thompson** are natives of Bath, sons of John L. and Lucy D. Thompson, old residents of the city. The young men commenced the business of clothiers by having the sole charge of a store in this city, employed by a Boston firm, several years, making the business a success. In 1888 they opened a store for themselves as Thompson Brothers, in Church Block, drawing a heavy trade from the start, having as large a stock of goods in that

line as any establishment of the kind in this section of the state, and their well-known square dealing has assured them a thrifty business. George E. was born September 3, 1859, and is married to Lizzie Low, daughter of David P. Low, an old citizen of Bath. Frank N. was born July 20, 1856, and his wife was Miss Effie, daughter of F. L. Hodgdon of Boothbay.

Milton G. Shaw is a native of Industry, Me., has passed the larger part of his business life at Greenville, which town he has been chiefly instrumental in building up, and where he and his sons have large real estate interests. It is the center of their extensive lumbering operations; is contiguous to much of their large area of timber lands; and is where they have a large farm. Mr. Shaw has been in the lumber business since 1841 continuously. While a resident there he filled, at different times, all the offices of the town of any importance, and was a member of the Legislature at the session of 1859. In 1883 he and his sons built the large "Shaw Mill" at Bath, contemporaneous with which he passed a portion of his time in the city, and in 1883 purchased a dwelling and established his residence here. Mr. Shaw is of the same age as that of the State of Maine, having been born in 1820; has a family that consists of wife, one daughter, Mary (Mrs. Frederic H. Kimball), and sons, Charles D., Albert H., and William M. Shaw. Charles D. and William M. conduct the business of the firm at Greenville, and the father and Albert H. manage it at Bath. The Shaws have large interests in the recent improvements at Rumford Falls. Since becoming a citizen of Bath Mr. Shaw has done much in aiding legitimate business enterprises in the city, making real estate improvements and owning in schooners built in the city. Mr. Shaw's business ventures, with sound judgment, square dealings, far-sighted abilities, and life-long industry, have resulted in eminent success.

William T. Donnell is a native of Bath, born in 1837; is a son of Benjamin Donnell, who was a ship-joiner, and William T. was brought up to the same employment. He eventually engaged in ship-building, which he has followed thirty years. He built with G. G. Deering for a number of years, since which time he has built

with his son, Harry H., as assistant. Mr. Donnell married Clara Hitchcock, daughter of Harry Hitchcock, an old ship-builder, and their children are: Harry H., Clara A., William R., and Addie E. Mr. Donnell has been a member of the City Government many years, serving in both boards, to the present time, and is a member of the National Association of Captains and Vessel Owners. In his own yard he has built the schooners Katie J. Barrett, George R. McFadden, George P. Davenport, Clara A. Donnell, Independent, Mary E. H. G. Dow, and has a 1,200 ton schooner now on the stocks. Harry H. is a graduate of the high school, of the class of '83, is in the ship-building business in Bath, and built in 1890 the schooner Addie P. McFadden and in 1891 the schooner Leora McFadden.

James B. Drake has been one of Bath's active business men for the last quarter of a century, having been extensively known as representing some of the leading fire and marine insurance companies of this country and England; united with this business he is largely engaged in buying and selling and is a large owner and manager of vessels. He has long been a large stockholder in the Kennebec & Boston Steamboat Company, and on its re-organization, in 1889, became its president. His management, as president of the company, commenced with the building and adding to the line the steamer Kennebec, the conducting of which he has made an eminent success. Mr. Drake is married, has a family, and has for many years been recording secretary of the Winter Street Congregational Society.

Samuel Duncan, physician, was a descendant of the old Duncan family of Scotland, several families of whom emigrated to this country and settled in Massachusetts in the early part of the eighteenth century. In about 1775 Samuel moved to this section of the state, purchased a farm in what is now called "Harding," on the New Meadows River, and erected thereon a large, two-story house, which is still standing, in a good state of repair, and until recently occupied by the family of Chapin Weston. Doctor Duncan had an extensive practice and had been called "Old Doctor Duncan" for

some years, although he was but thirty-nine years of age at the time of his death, which occurred June 30, 1784. He kept his hair clipped and wore a white wig, as was the custom, which, no doubt, contributed to his venerable appearance. He was buried in the old cemetery, near Witch Spring, in West Bath. His family consisted of one son and two daughters: Samuel Eaton, Hannah, Lydia.

Horatio A. Duncan, a descendant of Dr. Samuel Duncan, was educated in the public schools and graduated from the high school in 1856. In January, 1865, he was elected cashier of the Marine National Bank, newly incorporated, which position he still retains. He has served in both branches of the City Government, and was for two years president of the Board of Aldermen. He was also for years connected with the fire department, being at one time on the board of engineers; is now a member of the school board and its vice-chairman; has also passed through the chairs of the several Masonic organizations. He married, in 1867, Georgie G. Mayhew, daughter of Nathan Mayhew, merchant, of Bath, by whom he had six children, three of whom are now living: Silas H., engaged in clothing manufacturing; Arthur B., watch-maker and engraver; Grace, recently graduated from Bath High School. His first wife died and Mr. Duncan, in 1878, married Mrs. Augusta M. Hyde, by whom he has one child, Georgie, who was born in 1881. William C. Duncan, brother of H. A. Duncan, has been assistant postmaster at Bath from 1889 to 1894.

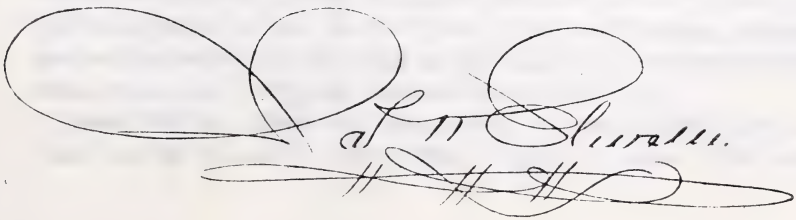
George A. Preble was the last representative of the main line of the ancient Preble family. Among his ancestors were Ebenezer and Jonathan Preble, who were noted among the early settlers of ancient Georgetown, whose home was a block-house so well historically known as located at the head of Arrowsic Island, and where the Rev. Robert Gutch purchased at a very early day. George A. was a grandson of the Preble, who was one of the returned captives from Canada, so much noted in history, and his father was a sea-captain who died when George was five years old. The farm on which he w s born, and where his ancestors became the victims of Indian cruelty, passed down through natural succession,

and became, in time, the possession of Captain Preble. George A. Preble commenced going to sea in his early life, and worked his way up to the command of ships, which became the business of his life, himself having a part ownership in the ships in which he sailed. He retired from the sea while in the prime of life, having his residence in Bath. He married and had two daughters, now living in Bath. He was for many years an active member of the Bath Board of Trade, a member of the Sagadahoc Historical Society, and a member of the City Government, in which capacity he did valuable service. For some years he represented Bath in the board of directors of the Knox & Lincoln Railroad. He died greatly regretted by his fellow-citizens.

Elisha Clarke was a descendant of Col. Matthew Clarke, who fought at the siege of Londonderry, Ireland, in 1689, and who afterward settled on a royal grant of land in this country, and was given the title of "fighting parson" by becoming a Presbyterian pastor. Elisha Clarke was born in Bristol, Me.; when fourteen years of age removed to Hallowell and fitted for college at the Hallowell Academy, also learning the printers' trade. In 1836 he married Sarah Mansfield and moved to Bath, having purchased the *Maine Gazette and Inquirer* and merged it into the *Lincoln Telegraph*. In 1846 he purchased and established a bookstore. While still in this business he accepted the position, also, of manager of the *Daily Tribune*. Mr. Clarke with E. Roberts afterwards bought the *Tribune*, and Mr. Clarke took editorial charge. In a short time he sold his interest in the paper and entered the Custom House as deputy collector, which office he held for twenty years, when failing health obliged him to give up business cares. He died November 23, 1884. He was state senator in 1853 and 1854. He was a member of the Masonic Solar Lodge and of Dunlap Commandery, Knights Templar; a charter member of Lincoln Lodge, I. O. O. F., and a Past Grand Master of the State Encampment of the United States with John T. Gilman, E. S. J. Nealley, and others. He was a faithful member of the Methodist Church, being made president of its first conference, a delegate of Wesley to the Methodist Centennial, for years superintendent of the Sunday School, and a member of the official board

of the church. Mr. Clarke was twice married; his second wife was Miss Jane Moore of Waltham, Mass., who survived him. His only son is Charles Davenport Clarke, the founder and for thirteen years editor of the *Bath Independent.*

George H. Nichols was born in Plaistow, N. H., March 16, 1832; came to Bath and was in the dry goods business from 1861 to 1885; was mayor in 1884; was postmaster from 1885 to 1889; kept the Tontine Hotel, in Brunswick, from 1890 to 1892; returned to Bath to become manager of the Atkinson Furnishing Company. He married Miss Susan E. Colby, of Lowell, Mass.



NON-RESIDENT NATIVES.

James W. Elwell.—There is not a great number of the old New York merchants still to be found among the younger generation which has succeeded them, and in whose footsteps they are following. Many of those whose faces were familiar in the busy marts of trade, two and even one generation ago, have passed from life, or have, through choice or necessity, retired from participation in the business enterprises of the day.

What, then, shall be said of such a representative as Mr. James W. Elwell, a man who has not only been a busy merchant for one and two generations, but for nearly three decades has been identified with the great business of the metropolis of the western hemisphere. Truly, such a man, one who has not only been successful in amassing a large fortune, but has done this without the remotest suggestion of unfair dealing or any form of wrong doing, is entitled to more than usual mention with the other noble examples of the ideal American merchants and business men. We must accord Mr. Elwell a conspicuous place in the front rank among such men as Horace B. Claflin, David Dows, Henry E. Pierrepont, and others, of whom he is one of the few remaining members; men who, in their time, were not only successful in their mercantile pursuits, but left what was "rather to be chosen than great riches"—"a good name." To this, in addition, has Mr. Elwell proved, not only to himself, but for the comfort and joy of hundreds of beneficiaries of his charity, that "loving favor is better than silver and gold." The beautiful admonition of the Saviour was never carried out more effectually than in the life work of Mr. Elwell, during the period of which, it would be no exaggeration to say, he has given a million of dollars, a large part of his fortune, for the relief of the deserving poor and enfeebled, and in aid of religious and benevolent institutions.

James William Elwell was born in the old ship-building city of Bath, on the Kennebec River, Me., August 27, 1820. He is a

great-grandson of Payn Elwell, who married before reaching his majority, and left nine children, one of whom, Payn Elwell, Jr., he, previous to his death, had associated as a partner, he having previously been his clerk up to the age of twenty-two. At a later date he succeeded to his father's business, and took one of his own sons into partnership. This son was John Elwell, the father of the subject of this sketch, and he, following the example of his ancestors, took his son, James W., into his employ at an early age, and it will thus be seen that he is essentially "a chip of the old block," having, from earliest youth, been brought up among commercial and mercantile surroundings. The father, John Elwell, when first entering business, confined himself to general merchandise, but the extensive ship-building interests which were then, and are at this day, identified with Bath, induced him to extend his business into the fitting and equipping of vessels, for fishing cruisers and coasting; he also established, at the same time, a very considerable West India trade. He settled in Brooklyn and commenced business with Mr. James B. Taylor, under the name of Elwell & Taylor, at No. 84 Coffee House Slip, New York City. Brooklyn was then but an insignificant village, comparatively, and the trip from Bath to New York took up two weeks' time, steam then being in its infancy. In those days children were not usually sent to school at such an early age, but James W. began his schooling when only three years old, and at nine was so well prepared that he was admitted to the Bath Academy. The natural result was that he pushed his studies at an uncommonly youthful period, and when his father opened store he was given the position of clerk. Some months subsequent to this he entered the store of James R. Gibson — not a very lucrative employment — for in those days a clerk had to work his way upward by slow degrees, and in the meantime he was expected to do a great deal of hard work, for which he received very small wages, as witness the terms upon which young Elwell entered Mr. Gibson's employ, where he was to receive no salary the first year, with fifty dollars the following, and a subsequent small annual increase. But Mr. Gibson was a man who recognized merit and faithful conduct, and up to the end of the first six months this was substantially man-

ifested by the payment to him of twenty-five dollars, he, at the same time, being told his salary would be fifty dollars for the first year, instead of nothing, and at the end of the year he received the fifty dollars in full, although he had supposed the several advances during that time had been paid on account.

Young Elwell's progress, begun at this time, received no check thereafter; and in his eighteenth year he had charge of his employer's business, which was far from inconsiderable, and he remained with him until his retirement, May 1, 1838.

James W. was then a youth of about eighteen years, but so well advanced in mercantile methods and knowledge that he was taken into partnership by his father, on May 1, 1838, in his shipping office, at No. 57 South street, the firm being known as John Elwell & Co. The father died in August, 1847, and for five years thereafter the business was conducted by James W. Elwell alone. During his partnership with his father, he allowed his earnings to pay his father's obligations in full, brought about by the panic of 1837, by endorsing notes and signing bonds for others. He increased its business, establishing lines of sailing vessels between New York and the principal Southern seaports, as well as extending its export and import trade to the East and West Indies and South America.

Charles Frederick Elwell, a brother and a clerk in his employ, and Thomas Besant, his book-keeper, were admitted into partnership in 1852, the firm becoming James W. Elwell & Co. About two years later Mr. Besant withdrew from the firm; but its title remained, as it still does, the same. Mr. C. F. Elwell retired from the firm in 1885.

Two brothers of Mr. Elwell are living, one of whom was for many years a ship-master, and is now engaged in business in Philadelphia, Pa. The youngest of the four brothers was the former partner. He was at one time president of the New York Maritime Exchange.

On the maternal side the Elwell family is descended from Mary Sprague, one of the notable family of that name, who came to America in 1728, landing in Plymouth and settling in Duxbury and Marshfield, Mass. Subsequently some of their descendants removed into Rhode Island and Maine, where its members are well known and influential.

Mr. James W. Elwell was connected, from the origin, in 1838, with the old Merchants' Exchange, which subsequently became the present Produce Exchange of New York. He was for many years one of its arbitration committee, a tribunal equally as high in its powers as the Supreme Court of the State. In 1855 he became a member of the Chamber of Commerce, and was one of the incorporators of of the Shipowners' Association.

In politics he was originally a Whig; but since the organization of the Republican party, he has not identified himself with any one in particular, preferring to remain independent in politics, especially in local matters—and in this he only votes for the best man.

Although he has been connected with a great number of railroad, insurance and other enterprises, outside of his individual business, besides charitable and benevolent acts, he has not been absorbed by them; and his generous nature has prompted to acts of beneficence of the most liberal character. Few, if any, men have done as much during their life-time in practical and unostentatious charity. The writer has been informed by friends of Mr. Elwell that he has donated substantial aid to not less than four hundred religious and charitable institutions, besides many and many times over, in his quiet way, in private gifts to the needy. It would require many times the space which could be given in an article like this to particularize, even briefly, as to these many acts of kindness. But they are known to thousands; and although Mr. Elwell has not sought praise for his generous acts, the pleasure he has brought to this multitude of needy ones, must but reflect itself in his heart as a generous act well done in each instance. The consciousness of this is, in itself, sufficient reward to this man, who does a generous act because it is a pleasure to him. In the autumn of life, yet still vigorous and active, how much greater must be the gratification to him than any sordid hoading of his wealth would have brought. All honor to such men of wealth! They are too few to pass by without more than a word of commendation.

Mr. Elwell married Miss Olivia P. Robinson, of Bath, Me., in 1844. Her death took place in 1851; and he subsequently married Miss Lucy E. R. Stinson, also of Bath. He has three

Oscar Lord

daughters living, one of them by his first wife. He has attended Clinton Avenue Congregational Church, in Brooklyn, since 1854, having become a member January 3, 1854, subsequently to which time he became deacon, and has been a familiar figure in the church in which way he has seated the stranger in that genial way which always made him feel at home and welcome.

In closing, while we could say much more of Mr. Elwell, we will be content to mention his four most prominent characteristics. These are—fondness for old people; affection for little children, love of flowers, and generosity. Truly these, also, bespeak the nature of the man. We need say no more. Mr. Elwell is identified with Bath interests to a large extent in the way of having, during his business life in New York, been commission merchant for many of Bath's ship-owners, and as having invested in many vessels that have been built at this port.

Orrington Lunt.—Going "out West" for the first time, the writer landed at Chicago in the fall of 1848, then, as now, the central point of travelers to the West. Immediately seeking for persons residing there who had come from Bath or its environs, he found, down on the lake front, the brothers Frank and Joseph Stockbridge, old school-mates in Bath, who were engaged in lumbering business. Joseph has since died, and Frank has become United States Senator for Michigan, to which state he had removed his business and residence. Near their office he found Orrington Lunt, whom he had known in former years in Maine, and who was in a grain warehouse handling wheat bags, that seemed to indicate business. This was a long time before the great modern elevator was dreamed of, and farmers then brought their disposable crops to market in farm wagons. Mr. Lunt was known for a number years as one of the most prominent grain merchants of the Garden City, but from that active and special business he retired in early middle life. He became identified with large interests, railroad and municipal, and in real estate, but mainly occupied himself with church and educational matters. He has always been a man of affairs, and has made his activity felt far and wide. Of late years his suburban home has been in Evanston, that beautiful village on the lake shore

within easy distance from the great metropolis, the very attractive location for a village which he was the first to discover, and the leading founder. The place has a world-wide celebrity as the location of the Northwestern University, the Garrett Biblical Institute, and Methodist Episcopal Institution, the largest and most popular school of learning in the Northwest, of which Mr. Lunt has been a foster-father, to which he has given his constant, personal attention and devoted service, and largely of his abundant means. He was one of its founders, one of the charter members, a trustee from the start, and for over twenty years vice-president and acting president.

In his active life and distinguished career in the West, Mr. Lunt has had, by his side, the inspiration of a companion, who, as a young bride, accompanied him to the new and unknown country, and has stood by him in the varying fortunes incident to untried ventures in a strange land, where the tests of character are often severe and the trials frequent, as in new scenes and among new friends there are constant calls to meet unexpected exigencies in which heroism and self-sacrifice are involved; and having gone hand in hand up the ladder of life with her ever faithful husband to position and more than independence, she now has the satisfaction of enjoying, with him, the pleasures of a green old age, honored and esteemed by a wide circle of friends and acquaintances.

As identified with Bath through his ancestors, the tracing of the distinguished career of Mr. Lunt may perhaps be in place in this volume. His family traces its ancestry to Henry Lunt, of Newburyport, Mass., who came from England to America in 1635. His grandfather, Joseph Lunt, at an early day moved to Bath, where he took up his permanent residence. He there married a Miss Crocker, and their son, William Lunt, was born in this city, subsequently becoming a citizen of Bowdoinham, Me. Mr. William Lunt served as a member of the State Legislature, and was an enterprising man of affairs.

It was in the town of Bowdoinham that Orrington Lunt was born, December 24, 1815. His grandmother was a daughter of that distinguished Revolutionary hero, General Vose, an original member of

the Society of the Cincinnati, and a direct descendant of a noble family noted for its courage and prowess. Orrington Lunt's mother came of the Sumner family of Massachusetts, of which Charles Sumner was certainly one of its most distinguished representatives. Educated in the schools of his native village, Mr. Lunt, at an early age, became a clerk in his father's store, and, on attaining his majority, became a partner with him. When the father retired Mr. Lunt and his brother continued the business until 1842.

Business becoming depressed in Bowdoinham, Mr. Lunt sold out his mercantile interests and went West, Chicago being his objective point. He reached the city in November, 1842, with very little available capital, having disposed of his business in the East at a great sacrifice. After waiting until spring to commence business, the serious illness of his wife compelled a return to the East.

It was not until July, 1843, that he was able to return to Chicago, his only capital being letters of commendation from eastern friends and business men. Purchasing a set of books on credit, he began his business career in Chicago as a commission merchant. He at once began making shipments of such produce as he could obtain, and by the summer of 1844 was fairly started in the grain trade. In 1845 he leased a lot on the river front and erected a warehouse, which he soon filled with grain, after the harvest.

In those days grain was delivered by the western farmers entirely by wagon. Having accumulated something like ten thousand dollars, about this time he launched out upon a speculative enterprise in the grain trade. The result of this was that he lost all he had made. He had, however, been taught the valuable lesson of conservatism, and during his subsequent business career met with no reverses of consequence. He became a member of the Board of Trade upon its organization, and is one of the few men now living in Chicago who were identified with it during the pioneer period of its history.

In 1853, when the entry of railroads into Chicago had changed materially the condition of trade, Mr. Lunt retired temporarily from commercial life, leasing his warehouse at that time. In 1859 he was again called upon to take charge of the business and continued in the trade until 1862, handling sometimes as much as three and a half millions of bushels of grain annually.

In 1855 he was elected water commissioner for the south division of Chicago, and in this capacity served the city six years. He became a director of the Galena & Chicago Union Railroad Company in 1855, and was connected with the road in this capacity, and a portion of the time also as its vice-president until it became a part of the Chicago & Northwestern Railway Company's system. Eminently successful as a business man, Mr. Lunt has always contributed generously to charitable, benevolent, and educational work.

When he was twenty years of age, he became a member of the Methodist Church to which he has ever since been devotedly attached. This attachment has made him a conspicuous figure in Western Methodism for more than forty years. In Chicago he has been identified with every movement of consequence designed to advance the interests of the church. During the pioneer era of Methodism in Chicago, when lands had to be acquired and churches built, his business sagacity and unselfish devotion to the church interest secured for it much valuable property, while his direct gifts amounted to many thousands of dollars. Whenever a struggling church organization has applied to Mr. Lunt for assistance, the applicant has not gone away empty handed, although many of the churches thus assisted have been of denominations other than that with which he was affiliated.

Under all circumstances, he has been recognized as one of those public-spirited citizens who could be relied upon to aid every worthy enterprise. He was one of the builders of the Chicago Orphan Asylum, and served as a member of the War Finance Committee of Chicago, spending the first Sabbath after the fall of Fort Sumter in obtaining supplies and arranging to start the first regiment of troops sent out of the city to the front.

Of the Northwestern University, Mr. Lunt has been one of the most generous benefactors. In addition to numerous smaller gifts, he bestowed upon the University, at one time, a direct gift of fifty thousand dollars, and at another time realty now valued at more than one hundred thousand dollars. The gift last mentioned has been set apart by the university authorities as the "Orrington Lunt Library Fund." These munificent donations, valuable as they have been

and are to the Northwestern University, have been less valuable to it than the personal services, the business sagacity, and the persistent efforts of Mr. Lunt, as one of the principal officials and patrons of the institution.

In 1842, Cornelia A. Gray, daughter of Hon. Samuel Gray of Bowdoinham—prominent in the State of Maine as lawyer and legislator—became the wife of Mr. Lunt. One daughter and two sons have gladdened and honored their home. The daughter, Miss Cornelia G. Lunt, an earnest, cultivated woman of rare intellectual and social gifts, is noted for her philanthropic spirit and her efficient services in behalf of the advancement of religious, educational, and charitable work. The eldest son is a lawyer of fine attainments, and the second a business man of high character and sterling integrity.

On the sixteenth day of January, 1892, Mr. and Mrs. Lunt celebrated the fiftieth anniversary of their marriage. On that occasion there came to the much beloved benefactor of Western Methodism and its institutions, and to his equally beloved wife, the congratulations of friends from all parts of the United States. Telegrams and letters from many of the bishops and leading ministers of the Methodist Episcopal Church, who have been more or less intimately associated with Mr. Lunt in church and educational work, bore abundant testimony of their appreciation of his labors and to the depth of their regard for him. Nor were those tributes confined to those whose church affiliations are the same as his.

At his home on the evening of the sixteenth of January, 1892, the presence of more than two hundred friends, together with University officials, members of the faculty, and church dignitaries, bore added testimony to the esteem in which he is held in the community, with which he has been so long identified and which he has done so much to build up. Dr. Henry Wade Rogers, president of the Northwestern University, said on that occasion: "No man hath ever seen in you anything but that which becometh a brave, pure, and gentle nature. And no man lives who does not wish you well." Mr. Davis, in behalf of the board of trustees, presented Mr. Lunt with a beautiful and valuable hall clock, with cathedral chimes and of the highest order of horological mechanism. Mr. Ridgaway pre-

sented Mr. Lunt with a very handsome Turkish easy chair. This substantial and elegant remembrance was the gift of the faculty of of Garrett Biblical Institute. With these presentations appreciative addresses were made, and President Rogers, in behalf of the College of Liberal Arts, delivered an address, which was a hearty tribute of the confidence, regard, and respect of the faculty; accompanying the address with the gift of an elegantly bound copy of the Century Dictionary. As mementos, nothing could have been in better taste than these chaste and elegant gifts, the more for their simplicity and usefulness.

Edward Bowdoin Nealley, the eldest son of Edward S. J. Nealley and Lucy C. Nealley, was born in Thomaston, Me., July 22, 1837, and was educated in Bath, graduating from the High School; was prepared for college in North Yarmouth Academy, and graduated from Bowdoin College in 1858. He then went to Iowa and studied law with his uncle, ex-Senator James W. Grimes. In 1861 he was appointed to a clerkship in the Navy Department at Washington, and was afterwards promoted to the chief clerkship of a bureau in the same department. In 1864 he was appointed, by President Lincoln, the first United States Attorney for the Territory of Montana, and while there he wrote articles that were published in the *Atlantic Monthly*, *Lippincott's*, and other magazines, descriptive of that new and distant territory. Upon his return he settled in business in Bangor, where he still resides.

He married, in 1867, Miss Mary Ann Drummond, daughter of Capt. Jacob Drummond, of Bangor, formerly of Phipsburg. She died in 1877, leaving one child, Mary Drummond Nealley, who was born September 13, 1872.

Mr. Nealley has been much in public life, having been one of the Board of Overseers of Bowdoin College since 1877; representative in the Maine Legislature in 1876 and 1877; was speaker of the House in the session of 1877; was state senator from Penobscot in 1878; was mayor of Bangor in 1885 and 1886; is president of the Merchants Insurance Company (Marine), of Bangor, and president of the Bangor & Piscataquis Railroad Company. At the Centennial

Celebration of the organization of the town of Thomaston, in 1877, he delivered the oration, as he also did at the Centennial Celebration at Bath, in 1881. Every position in life in which Mr. Nealley has been placed has been without solicitation on his part, and the duties of which have been acquitted with faithfulness and honorable credit.

E. B. Mallett, Jr.—The father of Mr. Mallett being a sea-captain and Mrs. Mallett sailing with her husband, their son was born at sea, in the ship Devonshire. When old enough he entered the public schools in Bath, where he completed his education. At sixteen years of age he went to New York City, where he remained until 1875, when he returned to Bath, purchased and lived on a farm in Pownal in 1877, and eight years later settled in Freeport, his present place of residence.

Having inherited considerable property from an uncle, he has invested it in business at Freeport, having in view the improvement of the town. He has put up two large buildings for shoe factories, which are occupied by parties free of rent for ten years; has a saw and grist-mill; a double store; has built cottages for employes to the extent of thirty-five rents; has developed and is working a valuable quarry of very excellent light granite; has established a brick-yard and a box factory, employing, altogether, one hundred and fifty workmen in various avocations.

Besides his multifarious business Mr. Mallett interests himself in public affairs, having been town treasurer two years, and chairman of the board of school committee the same length of time; was a member of the House of Representatives of the state in 1887 and 1888; was senator for 1891 and 1892, and re-elected for 1893 and 1894; was a delegate to the Republican National Convention held in Chicago in 1888, and delegate-at-large to the Minneapolis National Convention in 1892. He is high up in Masonry; is Past Master of Freeport Lodge; is Past Senior Grand Warden, and thereby a Permanent Member of the Grand Lodge; is a member of Portland Commandery; is at the head of Maine Consistory; has taken the thirty-third degree and is thereby an honorary member of the Supreme Council, Northern Masonic Jurisdiction, U. S. A.

Washington Elliot was born in Brunswick, November 3, 1820, was educated in the public schools, and, when commencing his life business, came to Bath and engaged in mercantile pursuits. Possessing a natural taste for music and a fine voice, he employed his leisure time in teaching vocal music in Bath, Brunswick, and Portland, in which he excelled, especially in instructing large classes, as also in training church choirs. He was reputed to be one of the best tenor singers in Maine, having a range of voice of unusually high register. As leader of male quartettes in Bath and Portland he acquired a wide popularity.

In 1852 he left Bath with his wife for California and there engaged in mercantile business and at the same time formed a class in vocal music, the first one ever taught in California, and immediately took position in a choir at seventy-five dollars a month. Soon after he became salesman in a large grocery store, and subsequently took a partner and went into business for himself. He had a fine trade, taking the lead of all grocers at that time, and success was assured; but while all was moving prosperously his partner, unbeknown to him, went into outside speculation, which resulted in financial ruin.

In 1861 he went into the public schools of San Francisco, where he taught music for nineteen years. He stood at the head of the profession in that line and had the reputation of being the best and most popular teacher in California. In 1881 all special teachers of music and drawing were dismissed from the department on account of extra expense and politics. He then removed to Alameda and engaged in the public schools there, meeting with great success. As an evidence of his musical standing and popularity in that line is the fact that for ten years he received from one church one hundred dollars a month for singing tenor and training the choir, and for more than five years received two hundred dollars per month from the schools. He was also always more or less engaged with male voice singing, and had several very fine clubs which became very popular in concert singing.

During the last few years of his life advanced age prevented him from taking the active part in musical matters that was once the joy of his life. But Columbus Day at Alameda was a great day for

him, for among the magnificent pageant there were 2,500 school children in line, and Professor Elliot was chosen to conduct the musical programme for the day. The Alameda papers commented on it and said: "Prof. Washington Elliot led the big chorus that sang the patriotic airs at the park, and it seemed perfectly natural to see him leading the music. He wielded the baton with the vigor of old."

In early life he married Miss Mary Rich, in Bath, who now survives him, and there are living a son and daughter, in California, who are prosperous in life, are married and have families, among whom, at the time of his death, Professor Elliot was enjoying a green old age, respected and esteemed by all who knew him both East and West.

Professor Elliot was the eldest son of Dea. Ephraim Elliot, who was one of the best of men. After an absence of twenty-one years in California he visited with his wife, in the summer of 1891, his relatives and friends in Bath and neighboring towns. While in the city he was warmly welcomed by his old friends, sang in some of the churches, and greatly enjoyed meeting and singing with his old-time musical associates. Before Professor Elliot left for his home in California he received his old friends at the home of his sister, Mrs. Parker M. Reed, on South street, and there passed a very happy evening. As he himself proudly expressed it, "We had a good sing." These same friends often speak of this last evening with Washington Elliot as one that would always bring pleasant memories.

At the time of his death he was residing in Alameda, where he had a cosy residence. His son Charles lived near him and his married daughter, Georgiana, resides in San Francisco. He died February 19, 1893, at the age of 72 years.

Francis Henry Fassett, of Portland, is a son of a well-known citizen of Bath of a former generation. He was born in this city, in June, 1823, and received such an education as was obtainable in the public schools, chiefly under the excellent instruction of Master Joshua Page in the old Erudition school-house, from which have

graduated many Bath boys who have since done credit to the teaching of that veteran instructor by the mark they have made in the world.

Mr. Fassett was a born architect. He commenced his career as an architect by learning to handle tools in the joiner trade, which occupation led to the development of his taste and talent for architecture, the pursuit of which he began in Bath. When he had so far tried his skill in this department of mechanics, he struck out for a larger field, and located himself in Portland in 1864. The result has shown that he did not overrate his capabilities, as the reputation he has acquired as an architect is widespread as the country. His handiwork is to be seen in every part of the state in the chaste and magnificent style of construction of numerous public and private edifices. The great Portland fire of 1866 gave him unexcelled opportunities, and his work is to be seen in the fine design of the best buildings that rose from the ashes of that conflagration, which include city buildings, churches, school buildings, large residences, and later the Maine General Hospital and Baxter Public Library building.

Ardon W. Coombs, of Portland, was born in Brunswick, in 1847, and when two years old moved with his father's family to Bath, where he was educated in the city schools, graduating from the high school in 1865; studied law in Bath with J. S. Baker; admitted to the Bar in August, 1868, in Sagadahoc County; was in the law office of Francis Adams in Brunswick one year, and when Mr. Adams moved to Bath he continued practice at Brunswick another year; went to Portland in January, 1870; was county attorney from January, 1880, to January, 1885; city solicitor in 1888 and re-elected two years, voluntarily retiring in March, 1891.

His father is Judge Nathan Coombs, who was a native of Brunswick; moved to Bath in 1849; was deputy sheriff of Sagadahoc County eight years; admitted to the Bar in 1875; went into partnership in the practice of law with Francis Adams; was appointed municipal judge by Governor Bodwell in 1887; was re-appointed by Governor Burleigh in 1891, and has served some years in the Common Council of Bath.

Thomas G. Harris, of Portland, was born in Wales, Me., December 29, 1835. When one year old he was moved to Brunswick with his parents, receiving his education there in the public schools and with private teachers. His father was an old school-teacher and merchant. When seventeen and one-half years of age he commenced going to sea, first in the ship Northern Empire, in 1853, and at the age of twenty-one years became master of the barque Orrella, in 1857. On retiring from a sea-faring life, in 1860, he engaged in the wholesale fruit and grocery trade, in Bath, which he continued, with the exception of two and one-half years, until he moved to Portland, in March, 1886, where he is engaged in the same business, adding that of brokerage, with success. While residing in Bath Captain Harris served as member of the Common Council in 1866 and 1869; was an active member of the Board of Trade for twelve years; has always been a man of affairs and a Republican in politics. Mr. Harris married Miss Mary A. Pattee, whose ancestors were residents of Hingham, Mass., who settled in Bath soon after the Revolutionary War.

William Henry Fogg was born in Bath, March 2, 1837. His ancestry comprises names that are prominent in the early history of Bath. The first minister in Bath, the Rev. Solomon Page, was his great-great-grandfather and Maj. Edward H. Page his great-grandfather. On November 12, 1864, he married Lydia Ann Merrow, of West Waterville, who was born March 16, 1843, and died February 17, 1887. Their children living are: Lizzie Mabel, Hortense, and W. Harry.

Immediately on the commencement of the late war Mr. Fogg enlisted in Company A, Third Maine Regiment, and was in the first battle of Bull Run; entered the navy in February, 1863, on the frigate Savannah; was taken prisoner and was in Libby, Danville, Augusta, Macon, and Charleston prisons, to Libby again, and was paroled October 18, 1864; having been exchanged was ordered to duty, December 12, 1864, on the Muscoota, then to the Calipso, next to the captured ram Columbia, thence to the flag monitor ship Cassikill. The war having closed he resigned November 1, 1865. Return-

ing home Mr. Fogg engaged in dealing in men's furnishing goods in Bath, which business he disposed of in 1888 and moved to Portland.

William B. Olys was born in Bath, December 17, 1856. His father and mother came from the County of Roscommon, Ireland, in 1848, to Bath, the father dying in 1872. Mr. Olys graduated from the high school; was employed in the printing and publishing establishment of E. C. Allen at Augusta; was an assistant in the management of several hotels, which he left, in 1886, to enter into the ship brokerage, commission, and insurance business, building three vessels in 1889–91, and operated extensively in ice. In April, 1892, he went to Boston and engaged in real estate and banking business.

George W. Ricker, of Rockland, was born in Bath, September 1, 1820. His father kept for many years the Bath Hotel. George W. was also a hotel-keeper in Augusta a considerable length of time; has been engaged in other business and is a prominent man of affairs. He married in Augusta and has one child, Emma B. Ricker. In his declining years he is living in Rockland, a respected citizen.

Edward P. Mitchell, son of Edward H. Mitchell and Frances Page Mitchell, was born in Bath, March 24, 1852. Going through the graded schools of the city and graduating from the high school, he entered Bowdoin College, graduating in 1871. Having a taste for journalism, he early adopted that profession, commencing employment on the *Boston Advertiser*, in 1871, where he continued until 1872; worked on the *Lewiston Journal* in 1874 and 1875; accepted a position on the morning edition of the *New York Sun* the latter year; has continued with that paper since that time and is assistant editor to his chief, Charles A. Dana. In 1874 he married Miss Annie S. Welch, of Bath, and they have four children, residing in New York City.

Samuel Harding was born in Bath, March 11, 1809. His father was Samuel Harding, who was born at Truro, Mass., and his mother was Lucy Stetson Harding, who was born at Duxbury,

Mass. They came from Truro to Brunswick (New Meadows), Me., where his father had purchased a farm (now Miss Snow's beautiful place), and where his grandparents lived the remainder of their lives. His father, in his early days, was a successful ship-master from Bath, in the Liverpool and West India trade. Samuel Harding lived in his latter years in Brooklyn, N. Y., where he died in 1892, when 84 years of age.

J. G. Dunning, of Springfield, Hampden County, Mass., son of Ebenezer and Harriet P. (Frost) Dunning, was born in Bath, May 25, 1857. After graduating at the Bath High School, in 1874, he taught the winter term at North Bath, and was afterwards principal of the lower grammar school in Bath for four years. While teaching in the latter school he began the study of law with Judge Washington Gilbert, and afterwards graduated from the law department of Boston University, in 1880, with the degree of LL.B. He was admitted to the Bar of Hampden County the same year and opened an office at Springfield, and has been in the continuous practice of his profession there ever since. He was married, in 1884, to Miss Sadie L. Potter, daughter of William Potter, of Arrowsic, and has two children, Harold G., born May 17, 1884, and Ray P., born December 12, 1888.

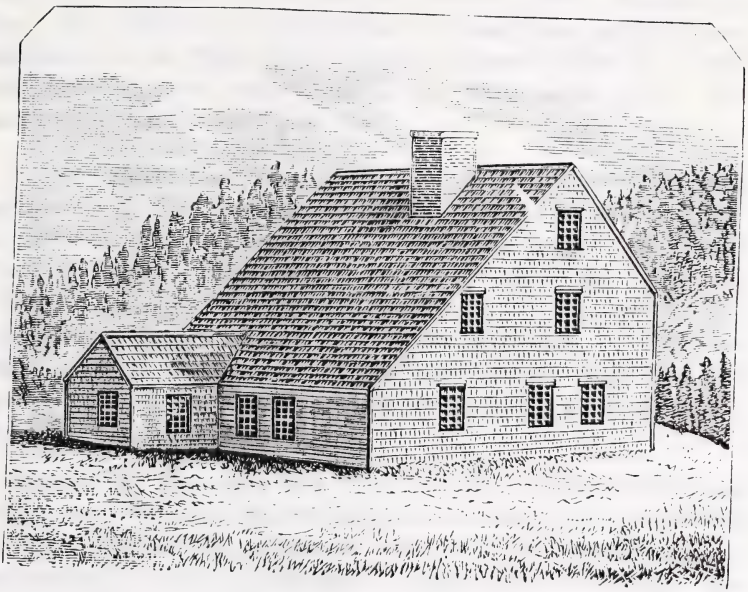
Arthur C. Donnell, of San Francisco, belongs to a family that is the oldest in Bath, coming originally from Scotland and locating at Yarmouth and York, believed to be during the year 1700. Of this branch was Nathaniel Donnell, the purchaser of a large portion of what is now the territory of Bath from the heirs of Robert Gutch. Mr. Arthur Chatham Donnell, who was born in Bath, in 1853, comes down from this ancestor, and his father was Arthur Donnell, who had been an alderman of Bath, and his grandfather and great-grandfather had served in the State Legislature. He was educated in the city schools, graduated from the high school and was a member of the Phi Rho Society; passed an examination for Harvard, but on account of the death of his father went to California, where he was engaged in civil engineering six or seven years, after which he entered into the insurance business, and is now a partner in the

firm of Okill, Donnell & Co., managers for the United States for a large English insurance company, for a New York insurance company, and for the Employers' Liability Assurance Corporation of London for the Pacific coast. In 1734 a kinsman of the original Nathaniel Donnell resided where is now the mansion of Thomas W. Hyde. He died in 1761. The same house was afterwards occupied by another descendant, Capt. Benjamin Donnell.

Bradstreet S. Rairden, of Aujer, Java. The father of Captain Rairden was Capt. Bradstreet Rairden, who was born at Georgetown, December 12, 1815, and died at Aujer, Java, May 28, 1887, while living there with his son after the loss of his daughter, a year previous, who was with her husband who was in command of the ship Bombay when she was lost, with all on board, in the Atlantic Ocean. The father commenced a sea-faring life at an early age, and by regular promotion rose to the office of captain, commanding the Bath ships Gerard, Gardner, Houghton, Ocean Romp, Canova, Alexander, Arcturus, and barks Henry Warren, Harriet Hussey, and Evie Reed, in all of which he made successful and uneventful voyages.

His son, Bradstreet S., was born in New Orleans, November 7, 1858; spent his youthful days in Bath, with the exception of one year at school in Portishead, England; commenced going to sea in November, 1874; took command of the bark Evie Reed, at Portland, Me., August 18, 1881, at the age of twenty-three years; left this vessel, on account of sickness with Java fever, at Batavia, Java, March, 1884, and settled at Aujer, April, 1884, as ship-chandler and commission merchant. He was married to Frances Elizabeth Collins (who was born at Bootle, England, July 16, 1865), January 12, 1887. Their children: Frank Bradstreet, born May 4, 1888; Percy Wallace, born November 14, 1889; Mamie Lowell, born May 30, 1891. In August, 1892, Captain Rairden was appointed, by President Harrison, consul to Batavia, Java, and took charge of the consulate November 1, 1892.

Winfield Scott Batchelder was born in Phipsburg, in 1841, and is a son of Emerson Batchelder. His business life was commenced in a cotton commission house in Philadelphia, and when



DONNELL HOMESTEAD, 1734.
Site of "Elmhurst," High Street, 1894.

the War of the Rebellion was in progress he enlisted as a private in the 118th Pennsylvania Infantry; was promoted to first lieutenant; participated in the battles in which that regiment was engaged, including that of Gettysburg, participating in the repulse of Picket's famous charge. After serving two and a half years in the army he was compelled, by disability, to retire from further service. He married a Southern Union lady, of Harper's Ferry, and has two sons. His residence is at Titusville, Pa., where he is general superintendent of the Titus Water Pipe Company, which is a very responsible position and which he has filled many years. His mother is a widow, residing in Bath.

Luther Dorr Emerson, grandson of the Rev. Ezekiel Emerson, and son of Hawley Emerson and his wife, Rachel Lennan, was born in Arrowsic, and married Miss D. Minerva, daughter of Reuben Crane, of Fayette, Me. Their children are Alice and Walter C. The latter graduated from Colby University, in 1884, and is one of the editors and proprietors of the *Portland Advertiser*. Mr. Emerson was engaged in the business of manufacturing scythes and axes and was president of the Messalouskee National Bank at Oakland, Me., where he died in October, 1893.

George W. Percy, of San Francisco, was born in West Bath, July 5, 1847; went to sea; returned in 1866 and, after a short time at Kent's Hill school, entered the office of F. H. Fassett, the Portland architect; went to California in 1869; went to Chicago after the great fire, and was engaged one year in the work of the rebuilding of that city; early in 1873 went to Boston and was in charge of the construction of several important buildings there during the next three years; returned to California and opened an office in San Francisco, where he has since been employed in practical architecture with success. In 1880 he entered into partnership with F. F. Hamilton. On December 29, 1881, Mr. Percy married Miss Emma W., daughter of Mr. D. W. Clark, of Portland, Me. Mr. Percy is a son of Dea. Isaiah Percy, who was a well-known resident of West Bath. T. B. Percy, another son, resides in Portland and is a deacon of the Second Parish Church.

Joseph Whitman Spaulding was born in Carratuck Plantation, Somerset County, Me., August 11, 1841. November 4, 1865, he married Miss Mary Jane Clark, of Boston, Mass., who was born at Tinmouth, Vt., November 19, 1840, and they have two children. Mr. Spaulding was educated at Richmond Academy and Westbrook Seminary, and received the honorary degree of Master of Arts from Bowdoin, July 10, 1878. He had commenced the study of law, but when the War of the Rebellion broke out he resolved to tender his services, and was commissioned first lieutenant of Company A, of the Nineteenth Regiment of Maine Volunteers, which was mustered at Bath, August 25, 1862; was promoted to captain, major, and lieutenant-colonel in the army of the Potomac, and was mustered out while in command of the regiment, May 31, 1865. Upon his return home he resumed the study of law, and was admitted to the Bar November 28, 1865; to the United States Circuit Court for Maine, April 24, 1871, and to the courts of Alabama, August, 1890. He was a member of the House of Representatives of Maine in 1868, 1870, and 1879; was state senator in 1871 and 1872, and held offices of trust in the village of Richmond. From 1880 to 1888 he was reporter of Supreme Law decisions, and in 1881 he prepared a law book on common law practice in courts, with the changes made by Maine Statutes, which is cited as "Spaulding's Practice." For many years his law office was at Richmond, subsequently in Portland, removing to Fort Wayne, Ala., in 1890, where he is engaged in practice, and became mayor of the city. He is a member of Richmond Lodge of F. and A. Masons; of John Merrill Post, G. A. R., of Richmand, and of Maine Commandery, Military Order of Loyal Legion of the United States.

Charles Carrol Morse was born in Phipsburg, April 4, 1843, and is a son of William H. and Hannah Reed Morse. His early education was such as is afforded by the district schools, and he commenced going to sea when sixteen years of age; sailed out of Boston five years, when he became captain of the schooner Fleetwing of Bath when less than twenty years old; then went mate of the bark Caroline Lemont of Brunswick, afterwards taking command of her; subsequently was mate with Capt. Charles E. Patten

in the Bath ship Moravia one foreign voyage, when the command was relinquished to him by Captain Patten in 1870; afterwards he was master of the ship Ellen Goodspeed, the George F. Manson, and the C. F. Sargent, in all of which he was part owner. He married at Plymouth, England, in 1871, Mrs. Margaret Stevens Webber, and they have had four sons and two daughters. His family lived in England until the year of 1888, when they came to this country and are settled in San Francisco, from which port Captain Morse is sailing. In 1890 he bought into the ship Occidental and is now master of her.

Parker Henry McCobb Morrison.—Captain Morrison was a son of Capt. Pierson Morrison and was born in Phipsburg, at the Basin section, November 16, 1837. His education was such as was obtained in the district school, and, following his father's occupation, he went to sea in April, 1855, at seventeen years of age, as cabin boy with Capt. Frank Percy in the ship Lizzie Drew. Adopting the sea as his life occupation, he rose in the course of regular service to the position of captain in January, 1863, taking charge of the bark Comet. Subsequently he has commanded the brig Vincent, bark Aberdeen, bark Amie, ship George W. Adams, ship Indiana, and bark Andrew Welch owned by Welch & Co., San Francisco, and later was given command of the fine clipper iron bark R. P. Rithet, sailing between San Francisco and West Pacific ports. When in command of the bark Aberdeen, and at St. Thomas, in November, 1867, a hurricane and tidal wave caused every person to flee to the hills, many lives were lost, vessels were swept up into the streets making more or less total wrecks, the Aberdeen among the number. Added to this calamity the cholera and yellow fever prevailed in the town. Captain Morrison is notable as a careful navigator and a trustworthy man in charge of a vessel.

Albion H. Morse, son of Thomas and Arabella (Hillman) Morse, was born in Phipsburg, December 24, 1832, where his education was obtained in the public schools. When sixteen years of age he adopted a sea-faring life, rising, in a regular course of service in the merchant marine, to the command of deep-sea-going ships, and con-

tinued in that vocation until 1890, when he retired from the sea, having met with abundant success. His early voyages were in ships sailing out of the Port of Bath, but for the last twenty-five years he commanded steamers in a regular line plying on the coast and rivers of China—fourteen years under the Chinese flag. His long extended business with Chinese merchants led him to speak of them as being honorable, straightforward men. Captain Morse is unmarried and resides in Alameda, Cal., where he has a magnificent residence.

Llewellyn Scott Wyman was born in Phipsburg, June 23, 1831; married, in September, 1859, to Lizzie Merrill, only daughter of Thomas J. Merrill of Damariscotta. She died December, 1860, at the age of 21 years. Lizzie Merrill Wyman, her daughter, born November 5, 1860, died October 25, 1882. He commenced going to sea in 1843; took command of ship Caspian, 1853; from her to Florence; changed to bark Rig; from her to ship Champlain. In 1859 he built, in part, and took command of ship Canada, the first ship sailing with star built on the Kennebec. All these ships were built and managed by Messrs. G. F. & J. Patten, Bath. In 1867 he built with J. P. Morse ship Belle Morse, and was in command of her three years. In 1871 he built with J. P. Morse ship Harry Morse, and was in command of her until he retired from the sea in November, 1875. Since that time he has built a large number of ships, barks, and schooners. Since retiring from the sea his home has been in Damariscotta and Portland.

Felix U. Stinson, of Arrowsic, was born in Cuba, November 20, 1855; came to America in 1868; was adopted by Capt. John Stinson, living at Arrowsic. He went to the district school and worked on the farm. In 1874 he commenced going to sea, shipping on board of the ship Storm King, of Bath, of which A. P. Boyd was master, and in 1884 reached, through the several grades of service, the position of first officer. He has sailed as such in the ships Solitaire, Frank N. Thayer, Valparaiso, Arminia, John R. Kelley, and is now in the largest wood ship in the world, the Shenandoah, having three mates under him. All of the above-named ships in which he has sailed as mate are vessels of the larger class engaged

in the Pacific trade. To be first officer of a ship of such excessive tonnage as that of the Shenandoah is equal in responsibility to being in command of ships of a much smaller tonnage.

Frederic W. Payne. — Dr. Payne, son of the distinguished William E. Payne, was born in Bath, where he passed through the city schools, leaving the high school just before the completion of a regular course to enter a boarding-school in Newton Centre, where he remained two years. Commencing the study of medicine, he graduated from the Harvard Medical School, of the class of 1866, and from the Homœopathic Medical College of Pennsylvania in 1867; was engaged in study in Europe, at the hospitals of Paris, Berlin, and Vienna, during the greater part of the years 1868 and 1869; has been in Europe at the hospitals, mainly those of Paris and Vienna, repeatedly since his first visit to them; was associated with his father in practice, in Bath, for the first four years after his graduation, and went to Boston in 1872.

Doctor Payne has since traveled extensively in Europe, Asia, and America, having once circumnavigated the globe and spent some time in China and Japan. He is a member of the International Hahnemann Association, senior member of the American Institute of Homœopathy, a member of the Massachusetts Medical Society and of the Boston Hahnemann Association; was formerly lecturer upon diseases of the eye and ear at the Boston University School of Medicine, and lately surgeon in charge of the Eye and Ear Department of the Boston Homœopathic Dispensary. He has written much concerning homœopathic practice and cases, and aided in the proving of several remedies for the homœopathic materia medica. The doctor is a specialist in his practice in ophthalmology and otology, and has been most successful in the accomplishment of surgical and therapeutic means for the alleviation and restoration of sight and hearing to the distressed.

Doctor Payne married the daughter of Jacob Parker Morse of Bath and has two sons and a daughter. He is in practice in Boston, where he has the confidence and patronage of a large community.

Dr. John H. Payne, of Boston, was born in Bath, June 14, 1855. He is son of the distinguished homœopathic physician, Dr. William E. Payne of Bath. His mother was daughter of Capt. Davis Hatch, a prominent citizen of Bath in his day. Their son, John H., commenced his education in the schools of his native city, graduating from its high school in 1872; from Bowdoin College in the class of 1876; from the Boston University School of Medicine, class of 1879; was in the Hospital of Paris, France, and in one in Austria during ten months of the years 1883 and 1884.

In 1879 he commenced practice in Boston with his cousin, Dr. J. P. Paine, and moved into the city proper in 1881, where he has continued in his profession, in Copley Square, to the present date, in the specialty of the treatment of diseases of the eye and ear. Doctor Payne is lecturer on diseases of the eye and ear in that department of the dispensary in connection with the Boston University School of Medicine, and also ophthalmic surgeon, by appointment, at the Massachusetts Homœopathic Hospital at Boston. A few years since Doctor Payne, with his wife, went on a tour of Europe for health and recreation.

William L. Putnam was born in Bath, May 26, 1835. He attended the public schools of his native city, and entered Bowdoin College in the class of 1855, graduating with it. He at once commenced the study of law, and the next winter was chosen assistant clerk of the House of Representatives, and at about the same time assumed editorial charge of the *Bath Daily Times*, which he retained for nearly a year. He was admitted to the Bar in 1858 and immediately moved to Portland, where he has since resided. He was so fortunate as to be received into partnership by Hon. George Evans, and his associations with that brilliant statesman were of course of inestimable value. Also, he was thus introduced at the beginning to the best class of clients and business, and given plenty of work to do, which was a powerful stimulus, at that formative period, of his natural propensity for that thorough and unremitting devotion to his legal pursuits that has been and is the dominant feature of his life and the foundation of its eminent success. In the later years

of his law practice a great part of his business was connected with corporations and great business enterprises. In politics Judge Putnam has always been devoted to Democratic principles, yet the citizens of Republican Portland elected him mayor in 1869, an office which he filled with credit.

In 1883 he was tendered one of the judgeships of the Supreme Bench in this State, but declined the honor. In 1887 President Cleveland appointed him a commissioner on the part of the United States to negotiate a settlement of the rights of Americans in the territorial waters of Canada and Newfoundland, a duty that he discharged with distinguished ability. At the end of the negotiations he wrote two able papers in support and defense of the treaty. They were sent to the Senate by the President. These events gave him a national reputation, and his latest honor, his appointment, December, 1891, by President Harrison, to be judge of the new United States Circuit Court of Appeals, which was created March 31, 1891, was entirely above the plane of politics and a recognition universally commended. In 1884 he was elected by the Bowdoin College corporation a member of the Board of Trustees of that institution, and simultaneously received from them the degree of LL.D. He was for several years president of the Portland Institute and Public Library, and is now president of the corporation of the Maine General Hospital.

It was in cases that involved a mastery of the legal principles and required a profound research and preparation that Judge Putnam's superiority was manifest. It was, therefore, in the law courts and in office business that his efforts created, perhaps, the most extensive and valuable clientage of any of his contemporaries in the city. His thoroughness in details, his recognition of the importance of minor features that would not be apparent to most opponents, and in fact his complete mastery of the whole subject is what has made his arguments irresistible, and caused his judgment to be relied upon where matters of great importance were concerned.

Mr. Putnam, for many years, has worked steadily at his law office all day and carried home his green bag full of papers to continue his work late in the evening. He is one of the few men who can labor

thus with their brains, year after year, and thrive upon it. He is, of course, strong of mind and body. He enjoys social life, both at home and elsewhere. Probably no other Maine man makes so many calls in Washington as he, or has a wider acquaintance with eminent people.

Judge Putnam is a large man with an erect and imposing carriage, would attract attention anywhere, and when he walks into the court-room with his voluminous silk robe enfolding him, he expresses the dignity of the law to perfection. Judge Putnam is married and has no children.

Henry A. Shorey was born in Waterville, in 1840. He is a journalist by profession, and for twenty-seven years, in Bath and Bridgton, has been engaged in the newspaper business as editor and publisher. He enlisted as a private in the first "challenge to the fray," in the old Bath City Grays (Company A, Third Maine), but was rejected at the medical examination as not being robust enough for field service. But, nowise discouraged, he recruited a detachment of men in November, 1861, and with them entered the service as second lieutenant in the Fifteenth Maine Regiment. He served with the regiment in the Butler expedition against New Orleans, and endured the privations of a soldier's life in the malaria infected regions of the Mississippi through three consecutive summers; served in Western Florida; was with Banks' expedition to Southern Texas; in the Banks' Red River expedition, participating in all the battles of that eventful campaign; was with Butler at Bermuda Hundreds; was with Sheridan in the Shenandoah Valley; was "in" at the final close of the war, commanding his company in the famous Grand Review at Washington in May, 1865; and, with his regiment, then proceeded to Georgia and South Carolina, serving a full year in the adventurous and exciting service incident to the reconstruction period and the protection of the freed people during that memorable transition period. He was mustered out of the service in July, 1866, after a continuous service of four years and seven months. He was promoted to first lieutenant in 1863; served as adjutant for a con-

siderable period; promoted to captain in 1865; and brevetted major for meritorious service during the war, in March, 1865.

During his long term of service Major Shorey occupied many important detached positions, including those of provost marshal, judge advocate of military courts, and post commander, during his service in South Carolina in 1865–6, which was especially varied, responsible, and exciting.

Major Shorey has held many important positions in the Maine reformatory and fraternal organizations, including those of chief and secretary of the Grand Lodge of Good Templars, and president of the State Odd Fellows' Relief Association. He was also a member of the governor's staff (with rank of lieutenant-colonel) during Governor Perham's administration; one of the trustees of the Maine Insane Hospital for half a dozen years; and for a number of years has been weigher and gauger at the Portland Custom House.

Major Shorey has recently published a handsome volume, "The Story of the Maine Fifteenth," which has elicited highly complimentary notices from the Maine press.

He has been a resident of Bridgton since 1870. He married Ida D. Currier, at Bath, in 1864, and has five children living, the eldest being A. C. Shorey, recently managing editor of *The Times*.

William Henry Morse was a member of the Morse family who came from England at an early day and settled in Phipsburg, branches of which are closely identified with the history of Bath families. He obtained a good public-school education, was engaged in salmon trade, had a store, engaged in ship-building, and was selectman of Phipsburg, his native place. Going to California during the prevalence of the "gold fever," he lost his life heroically by entering upon a hazardous rescue of some men from a watery grave, resulting in a lung attack that ended his life while in the prime of his manhood. He married Eliza Hannah, daughter of Col. Andrew Reed, and they had a family of which Charles Carroll, mentioned elsewhere in this volume, and William Reed Morse are living. The latter resides at Clarks, Neb., where he has been in trade and banking, and has been postmaster and state senator. He married Mary Emma Thomas, and they have one son and four daughters living.

BATH'S NEWSPAPERS.

To adequately cover the important subject allotted to this article would require much more space than the limits of this work will permit; hence the writer must content himself with the merest outline sketch of a fraternity of industrious workers, who, in the aggregate, have probably contributed as much to the city's moral and industrial upbuilding as any other profession; and, it is no doubt also true, that, as a whole, they have been quite as inadequately compensated.

It is an interesting historical coincidence that Bath's first venture upon the journalistic sea was in the identical year (1820) when Maine assumed the dignities and responsibilities of State-hood, and in which the city was honored in the election of one of its citizens as the new state's first chief magistrate. Since then Bath has never been without a paper. The local history of the ship-building city to be found in the files of our newspapers, so far as they are complete, covers a period of nearly three-quarters of a century; and these furnish very valuable, and well-nigh indispensable, *data* for the historian of to-day.

The newspaper of fifty years ago was strikingly dissimilar to the enterprising and "hustling" journals of a later period. Then, to a much greater extent than now, they were called into being to serve the purposes of political parties and aspiring politicians; and the news of the day, local or general, and literary and miscellaneous matter were made secondary to the exigencies of the political situation. They were almost uniformly weekly issues, printed upon hand-presses of ancient device, with very imperfect facilities for ink-distribution and application to the "forms," and were generally of limited circulation. The long-drawn-out political essay, or editorial "leader," with political or philosophical "correspondence," some "alleged poetry" and miscellaneous selections, a lengthy digest of "foreign news" of very ancient flavor, with abstracts of congres-

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sional and legislative reports, constituted the "matter," with the marine report, a few dull and unattractive advertisements, and the inevitable "deaths" and "marriages," as essential incidentals. A murder or a suicide or a destructive conflagration were about the only matters deemed worthy of local mention; and in those days to have chronicled the merry-makings and social festivities of the people, to have made a record of their comings and goings, or to have spoken kindly of any enterprise in which the business men were engaged, would have been regarded as infinitely unwise, if not personally offensive to the subject of such comment. It was not until many years later that the newspaper-man made the important discovery that the shortest road to the average newspaper reader's heart and purse was in the pleasant mentioning of the aforesaid patron's name in print; and by a singular coincidence, the record shows that it was at about that period that newspapers and newspaper readers began "to multiply and to cover the earth." The newspaper as an educator and a leader of public sentiment retired from business in some measure; and gradually its scope was rather conceded to be that of furnishing the people with the news, contributing to their entertainment, and catering to their vanities.

The pioneer Bath newspaper, *The Maine Gazette*, came at a period of comparative quiet in national politics, and at its inception took little part therein. It was during the Monroe administration, when there was little or no political excitement. It concerned itself more with matters of local and state politics incident to the formative period of "the State of the Pine Tree." Joseph G. Torrey was the chief man of the establishment, Mr. Simpson continuing with him only one year. Torrey, however, continued his labors for something like a dozen years. He had a clear field until the political pot commenced to "sizzle" in the national field, when the paper was four years old. Then it vigorously advocated the cause of John Quincy Adams, and the supporters of William H. Crawford rebelled. They summoned, from the office of the *Portland Argus*, a practical printer, Thomas Eaton by name, and launched a rival paper, *The Maine Inquirer*. It run for nearly eight years. Meanwhile the old *Gazette* continued its course. It was subsidized by the national adminis-

tration, being the recognized organ for publishing the Public Laws, while Adams was President, and Henry Clay Secretary of State. The rival paper gave its adhesion to the cause of Andrew Jackson, and was rigidly Democratic.

Mr. Eaton had for endorsers, such names as William King, Peleg Tallman, Peter H. Green, James McLellan, Joseph Sewall, Henry Tallman, and Nathaniel Groton. *The Gazette* contributors were William Thorndike, Benjamin Randall, and Joseph F. Wingate. The two papers thus continued to "dwell together," if not in brotherly unity. In 1832, a Mr. Harris came from Haverhill, Mass., and bought *The Inquirer* of Mr. Eaton, run it about one year, and he in turn gave way to J. S. Swift. Mr. Eaton was appointed postmaster of Bath, serving from 1833 to 1850.

In 1832, under the Jackson administration, the two papers were merged in one, *The Gazette and Inquirer*. The publishers, successively, were Harris, Hamlet Bates, J. S. Swift. Elisha Clarke bought in 1836, changed the name to *Lincoln Telegraph*, greatly improved the paper and increased the business, and, occupying the entire Bath field for a greater portion of his term, placed the establishment upon a satisfactory financial basis. In 1846, after ten years' service, Mr. Clarke sold to Messrs. Chamberlain, Haines & Plummer, and retired upon his laurels.

But, during these years, national politics were becoming very interesting, and the local politicians of the Democratic persuasion began to tire of the diet furnished them from the Whig tables. Since 1842, when *The Maine Inquirer* had thrown up the sponge, Bath Democrats had been without a paper, and the exciting national campaign of two years before — "Tippecanoe and Tyler too" — had stirred them up to renewed activity in this direction. So, in the spring of 1842, John J. Ramsay launched *The Maine Enquirer* as the Democratic organ. It run four years with fair success and was conducted with considerable ability. It supported James K. Polk; while *The Telegraph* valiantly fought for Henry Clay. Along in 1846, when the Mexican War fever was most intense, John T. Gilman became associated with Mr. Ramsay. Soon after Gilman came in Ramsay went out. The name of the paper was changed to

Eastern Times, and, a year later, Gilman sold to Joseph F. Huston, an ex-professor of mathematics in the U. S. Navy. Three years later, 1850, an industrious, frugal, and enterprising printer came from Boston and purchased *The Times*, and added much to its value and influence. This was George E. Newman, still a resident of the city, and one of the very few survivors of the old-time fraternity of Bath newspaper publishers. Mr. Newman continued at the helm until about 1856, when he had the good sense to accept a tempting cash offer "to sell out" and to invest the proceeds in bank stock.

So, as will be seen, when Messrs. Chamberlain, Haines & Plummer essayed to give renewed life and energy to the old-time Whig organ, under the name of *The Northern Tribune*, they found a somewhat formidable rival in the field, flying the Democratic ensign from its mast-head. But they made expensive and valuable improvements in their plant and entered upon their work with zeal and commendable enthusiasm. In 1845, during the campaign in which Gen. Zach. Taylor was the Whig candidate for President, *The Tribune* issued a daily edition, *The Daily Northern Tribune*, which was Bath's first venture in the way of a daily newspaper. But the experiment proved unremunerative and was soon abandoned. In 1849 Haines retired from the firm and was soon followed by Chamberlain. Mr. Plummer was the sole survivor, but he had the good fortune to secure, as partner, an accomplished practical printer from abroad — Mr. George Ross — the firm then being Plummer & Ross. Soon Mr. Plummer sold to Benjamin H. Meder, of Brunswick. It was under the proprietorship of Meder & Ross that *The Tri-Weekly Northern Tribune* appeared in the place of the daily edition, the weekly being also continued. Soon Meder retired, leaving Ross as the sole proprietor. All these changes occurred prior to 1852.

But we have now reached the Franklin Pierce era in American politics. Two weeklies, rivals in politics, and one tri-weekly, did not appear to satisfy the Bath appetite for political newspapers. Like Oliver Twist it cried for "more"; and so, in 1852 or 1853, Rufus R. Haines and Hiram L. Wing put a new paper upon the field, *The Mirror*, weekly at first and afterwards daily and weekly. With a population of 8,020 Bath was then supplied with three week-

lies, one tri-weekly, and one daily. *The Tribune* establishment was in the rooms over the D. T. Percy & Sons' crockery store; *The Mirror* across the way, where are now the billiard-rooms; while *The Eastern Times* occupied a lofty perch in the third story of the brick block, corner Front and Arch streets. *The Times* was Democratic; both *The Tribune* and *The Mirror* Whig, the latter with decided Free-soil proclivities. In its short career *The Mirror* had on its force of publishers, H. L. Whiting, Edwin Sprague, and Charles Cobb, in addition to its two founders. But *The Mirror's* career was brief though brilliant. In the spring of 1855 both Haines, of *The Mirror*, and Ross, of *The Tribune*, disposed of their respective interests in the two papers, to George A. Kimball and Charles Cobb. Their proprietorship continued just three months. In this short space of time they appear to have made the discovery that the newspaper field was over-crowded, and effected a consolidation. *The Mirror* and *The Tri-Weekly Tribune* were dropped out entirely, and *The Tribune* name retained for both the daily and weekly editions. In the fall of that year, 1855, *The Tribune* establishment passed into the possession of a wealthy syndicate of influential Bath citizens, old-line Whigs, whose rich and rare experience as newspaper publishers will be long remembered, at least by the stockholders.

But there is still another newspaper enterprise of this period to go upon the record — the coming to Bath, and its establishment as a distinctive Bath institution, of *The American Sentinel*. Established at Damariscotta in the interest of the "American" or "Know Nothing" party, and having there a somewhat limited field, zealous adherents of that political "upheaval" interested themselves in bringing the paper to Bath. A well-known Bath printer — Joseph M. Hayes — was in charge of the mechanical department of the Damariscotta establishment, and had much to do with its coming to Bath. At all events, in the fall of 1854, at that "supreme moment" when patriotic men and political parties were placing themselves in line for the impending battle between the hosts of Freedom and the votaries of Slavery, a self-appointed syndicate of Bath "Free-Soilers" made a raid upon Damariscotta, and, in a very limited space of time, had purchased the establishment, placed the materials

"upon wheels," and moved it to Bath. It first found refuge in a Centre street livery stable, and here a large edition of the paper was "worked off" and circulated broadcast among the enthusiastic "Native Americans." The episode created considerable of a sensation in the local political world. After a few issues James M. Lincoln was installed as editor and proprietor, the quarters vacated by *The Mirror* secured, and the regular publication of *The Sentinel* continued, with a large and constantly increasing constituency.

The year 1855, therefore, found Bath thus supplied with newspapers: *The Tribune*, the Whig organ, daily and weekly; *The Times*, the organ of the Democracy; *The American Sentinel*, the champion of the element which afterwards organized the present Republican party. "The Tribune Association," elaborately equipped with the most glittering array of talent ever employed upon a Bath newspaper, issued its first papers in September, 1855. They had made large investments; had employed an able and thoroughly trained editorial writer in the person of Albert G. Tenney; had installed, with liberal salaries, expert workmen in all the various departments; and, indeed, had given to Bath a newspaper and job printing establishment such as could only be supported in the larger cities, as they learned from sad experience. A year later another syndicate of Bath politicians, representing the Breckenridge wing of the Democratic party, had come into possession of *The Times;* while the make-up of the new comer, *The Sentinel*, has already been mentioned. During the political campaign of 1856 *The Sentinel* issued a campaign daily, which was ably conducted, and had considerable influence in shaping results in the local field. After the presidential election of 1856 and the election of James Buchanan, the syndicates speedily dissolved. "The Tribune Association" suffered considerable loss, the stockholders being assessed one hundred per cent. In 1857 they sold, at a very great sacrifice, to Elisha Clarke and Elbridge Roberts. At about the same time *The Times* syndicate also sold to Clarke & Roberts; and the papers of the two concerns were merged, under the name of *The Northern Tribune and Eastern Times*. The political flavor was Democratic and supported the Buchanan administration. This was not satisfactory to the admirers of Stephen A. Douglass, and to fur-

nish them a mouth-piece, John T. Gilman established, September, 1857, a bright and sparkling weekly, called "*The People's Organ*," and for a season the warfare between the rival editors—Clarke of *The Tribune and Times*, Lincoln of *The Sentinel*, and Gilman of *The Organ*—was animated and spicy. In a few months, however, Clarke sold his interest in *The Tribune and Times* to Gilman, who consolidated the two establishments, continuing the name given to the papers by Clarke & Roberts; Roberts remained as business manager, with Gilman as editor. This alignment continued through the momentous political campaign of 1860 and after the inauguration of Abraham Lincoln. Then all political subdivisions were swallowed up in the patriotic purpose to protect and defend the government and to strengthen the hands of the lawfully elected chief magistrate. There was no place for an "anti-war" newspaper in Bath! In 1862 Mr. Gilman received a call to the *Portland Daily Press* as its first editor, *The Tribune and Times* establishment was sold to James M. Lincoln, *The Sentinel* establishment was transferred across the way, and, as "the survival of the fittest," Mr. Lincoln found himself in undisputed possession of Bath's entire newspaper field. He named his weekly and daily issues, "*The American Sentinel*," and "*Daily Sentinel and Times*," thus preserving for the weekly the name under which it was established in 1854 and which it retained until the summer of 1893, a period of nearly forty years.

The *Sentinel* and *Times* held the Bath field, as distinctive Bath newspapers, for many years. For about four years, and during the war period, Mr. Lincoln was sole proprietor and editor, as he had been of his paper prior to the consolidation, for eight years previous. A faithful, conscientious worker, wholly absorbed in his profession, and ever striving for still higher attainments, he sacrificed himself as a victim of over-work, "dying in the harness," August, 1866, sincerely mourned by the entire community. The property fell to the hands of the widow, who, the same year (December, 1866), sold the establishment to Elijah Upton and Maj. Henry A. Shorey. Mr. Upton had long been connected with the Bath press as an editorial writer and had occupied official position in the county for years; while Major Shorey, fresh from a long and creditable period of army

service, resumed the vocation he but temporarily laid aside at the outbreak of the war. He had entered a Bath printing-office at the age of 14 and followed the fortunes of Mr. Newman's *Eastern Times* until its consolidation under Gilman & Roberts in 1862. Messrs. Upton & Shorey made no essential change in the paper, following closely the lines pursued by Editor Lincoln, and, like him, contending earnestly for the ascendancy of Republican principles, and, incidentally, for temperance and the impartial enforcement of our prohibitory laws. Their proprietorship continued three years and was reasonably successful financially. A favorable opportunity presenting itself, in 1869, they sold the establishment to W. E. Whitman, then well known as "Toby Candor," of the *Boston Journal*. Mr. Whitman gave to the paper a new dress of type, changed the daily from a morning to an evening paper, and for thirteen months gave to the city very much more of a paper than it cared to pay for. His bank account sustained some shrinkage in consequence, and, in 1870, the establishment was purchased by Elijah Upton.

The Sentinel and *Times* continued to thrive under Editor Upton's proprietorship, and was published in the Upton family name for about eighteen years. The firm name, after a few years, was E. Upton & Son, the junior member being Mr. Joshua F. Upton, who had learned his trade in the office and ably assisted his father in the business and mechanical department. The elder Upton died in 1886, and from that period until 1888 the junior had entire charge of the establishment, the ownership being vested one-third in the active member of the firm and the remainder in the widow of the deceased.

For a brief period, in 1869, Maj. H. A. Shorey published a temperance paper, circulating in the state at large, under the auspices of the Grand Lodge of Good Templars, of which he was secretary. It was called *The Maine Temperance Advocate*. It supported the Hichborn "bolt" against Governor Chamberlain's fourth nomination as a candidate for Governor; but, upon the nomination of Sidney Perham by the Republicans, the next year, and the adoption of a prohibitory plank satisfactory to the temperance people of the state, the publication of *The Advocate* was discontinued.

During the Upton administration the Bath newspaper field was again invaded by rivals. *The Times* had held undisputed sway since 1862, when Fen. G. Barker, a graduate of *The Times* office, established a sprightly weekly as a Greenback organ. The material was owned by active Bath Democrats. The venture proving unremunerative, its publication was suspended and the material lay dormant for some time. Charles D. Clarke established *The Bath Independent* —"The Little Green 'Un" as it was facetiously termed. It was a "local hustler," struck right and left, regardless of consequences, and soon built up a large constituency. It was printed in Rockland. When Mr. Clarke retired, in 1892, he sold the paper to Mr. E. C. Plummer, at that time the city editor of *The Times*.

On the first day of January, 1889, the *Sentinel and Times* establishment was purchased by Messrs. H. A. Shorey, of Bridgton, his son, Albert C. Shorey, a recent Bowdoin graduate, and W. S. Shorey, a well-known Bath book-binder and blank-book manufacturer. Major Shorey, for a few months, took editorial control, and under his personal supervision the establishment was entirely reconstructed and the paper enlarged and greatly improved in general appearance and journalistic influence. The old rooms so long occupied by *The Tribune* and its successors were vacated and the establishment removed to capacious quarters across the way, the counting-room and press-room occupying the first floor. The terms of subscription for the daily were reduced from seven to five dollars per annum, at the same time that the paper was considerably enlarged. The publishers formed a corporation known as the "Sentinel and Times Publishing Co." The circulation of the daily was soon doubled and the patronage bestowed upon the new publishers indicated that their pluck and enterprise were appreciated. At the end of the first six months of the new *regime*, Mr. Albert C. Shorey was installed as managing editor, which position he continued most acceptably to fill for three and a half years. W. S. Shorey was the treasurer and business manager, and also superintendent of the book-binding establishment. It is generally conceded in Bath, that Mr. A. C. Shorey's editorial connection with the Bath press was infinitely creditable to him. Though a young man, and of limited experience,

he gave to Bath a clean, able, sprightly paper, and, although unswervingly of the Republican flavor, all parties and individuals were accorded a fair hearing and treated with uniform courtesy. In fact, the Shoreys gave to Bath a much better paper than the field probably warranted. But they did a satisfactory business, and despite the large expenditures incident to the improvements introduced, their venture proved a success financially. After four years' experience they yielded to a tempting offer from Mr. John O. Patten, and sold the establishment to that gentleman, January 1, 1893.

Again, during the latter part of 1889, Mr. Joshua F. Upton established a paper, semi-weekly, entitled "*The Bath Enterprise.*" Mr. Upton has built up a large local and suburban circulation, and has established a paper which is bright and readable, and no doubt fairly remunerative. This gave Bath, in 1889, one daily, one semi-weekly, and two weekly newspapers.

The dawn of 1893 found the old *Times* establishment in the possession of Mr. John O. Patten, a Bath-born boy, who was especially well-equipped in the fact of his having an ample private fortune at his command. He was financially able "to run a daily newspaper," and in that respect differed from either of his numerous predecessors. He is making a very lively newspaper, well-edited, thoroughly independent, and has largely increased the circulation of the daily. In April, 1893, he bought, of Mr. Plummer, *The Independent* property, dropped *American Sentinel*, which had stood as the name of the Sagadahoc weekly for forty years, and gave it the name of *The Bath Independent*, with which is consolidated *The American Sentinel.* Mr. Charles D. Clarke edits the weekly. At this writing, therefore, the Bath newspapers comprise *The Bath Daily Times*, *The Bath Independent* (its weely edition), and *The Bath Enterprise.*

For a few months, in 1853, J. S. Swift issued a daily and weekly called *The Sagadahoc Review*, and in 1837, Mr. James Nelson run, for about a year, a paper called *The Telescope.* Then the Bath High School boys have for some years issued an ably conducted school paper, called *The Phi-Rhonian.* *The Y. M. C. A. Magnet*, commenced in 1892, is also worthy of mention.

As a general rule, the Bath newspaper men have not been able to

employ "managing editors," or editorial writers. This work they have performed themselves. But, in addition, there have at times been some able writers on the Bath press.

Following is a complete list of the newspapers and newspaper publishers of Bath, with the dates of the origin of the papers and the adoption of the name under which they are more familiarly known:

THE MAINE GAZETTE. Established 1820. Joseph G. Torrey and Mr. Simpson; Torrey sole publisher 1821 to 1832. Whig.

THE MAINE INQUIRER. Established 1824 by Thomas Eaton. Democratic. Succeeded by Mr. Harris in 1832.

THE GAZETTE AND INQUIRER. Consolidation in 1832 of foregoing. Whig. Harris first publisher; then Hamlet Bates until 1834; Josiah S. Swift until 1836. Sold to Elisha Clarke.

THE LINCOLN TELEGRAPH. Whig. Continuation of *Gazette and Inquirer* with change of name. Elisha Clarke, editor and publisher, 1836 to 1846. Sold to Messrs. Chamberlain, Haines & Plummer.

THE TELESCOPE, an 1837 "yearling," run by James Nelson. Little known of it.

THE MAINE ENQUIRER. Established 1842 by John J. Ramsay. Democratic. John T. Gilman became partner of Ramsay in 1846 and Ramsay retired soon after. By Gilman name changed to *Eastern Times*.

THE EASTERN TIMES. Lineal successor of *Maine Enquirer*. Democratic. John T. Gilman and Elbridge Roberts; John T. Gilman alone; Joseph T. Huston 1847 to 1850; George E. Newman 1850 to April, 1856; a political syndicate, comprising H. W. Owen, Joseph S. Snow, *et als.*, until sale of property to the *Tribune*, about 1857.

THE NORTHERN TRIBUNE, lineal successor of *Lincoln Telegraph*. Chamberlain, Haines & Plummer gave it the name in 1846; commenced publication of *The Daily Northen Tribune* in 1848; Haines retired in 1849, Chamberlain a few months later. George Ross joined Plummer; soon Plummer succeeded by Benj. K. Meeder. Meeder & Ross withdrew daily and substituted *Tri-Weekly Northern Tribune*. And again Meeder retired, leaving Ross sole proprietor. All these changes between 1849 and 1852. In June, 1855, Ross sold to Geo. A. Kimball and the establishment was merged with the newer daily and weekly *Mirror*, preserving the *Tribune* name. Cobb & Kimball held proprietorship three months and sold (September, 1855,) to newly organized "Tribune Association." The Tribune Association comprised a large number of influential Straight Whigs. Albert G. Tenney was editor; Wm. H. Whitman, business manager; R. R. Haines, general foreman; Simeon Drake and David Garland, chiefs in the job department, etc. Their plant very elaborate and the pay-roll surprisingly large. They published a daily and weekly edition. The Association held sway just two years, selling, September, 1857, to Elbridge Roberts and Elisha Clarke.

THE NORTHERN TRIBUNE AND EASTERN TIMES. E. Roberts & Co., publishers; Elisha Clarke, editor; consolidation of the *Tribune* and *Times* establishments, daily and weekly continued. Democratic. John T. Gilman succeeded Clarke (about 1860) and consolidated his *People's Organ* therewith. Finally (in 1862) E. Roberts & Co. sold to James M. Lincoln of the *Sentinel*.

THE WEEKLY MIRROR. Established in 1853 by Rufus R. Haines and Hiram L Wing. Whig in politics. A weekly when first established, but later *The Daily Mirror* was also issued. The successive publishers were H. L. Whiting, Edwin Sprague, and Charles Cobb. Joseph M. Hayes was foreman of the establishment. In June, 1855, Haines sold his interest to Charles Cobb, at the same time that Ross of the *Tribune* had sold to Geo. A. Kimball, and the *Mirror* and the *Tribune* were thus consolidated, the *Tribune* name being preserved.

THE SAGADAHOC REVIEW. Established in 1853 and published for a few months by J. S. Swift. Daily and weekly.

THE PEOPLE'S ORGAN. Established by John T. Gilman in 1857. Douglass Democrat. Merged with *Tribune* and *Times* upon purchase of Clarke's interest by Gilman.

THE AMERICAN SENTINEL. Moved to Bath from Damariscotta, 1854. Republican. Weekly. James M. Lincoln, editor and publisher, 1854 to 1862. Daily campaign paper issued in 1856. Paper merged with rival papers in 1862 and publication continued by Mr. Lincoln with no modification of name of weekly.

THE AMERICAN SENTINEL AND BATH DAILY TIMES. Consolidation of all other Bath papers in 1862. Republican. James M. Lincoln, editor and publisher, 1862 to 1866, when he died. Property purchased of estate by Elijah Upton and Maj. H. A. Shorey, 1866, and published under same name, firm of Upton & Shorey, until 1869. Then purchased by W. E. S. Whitman and published by him 1869–70. Then purchased by Elijah Upton and published by E. Upton & Son 1870–88; the elder Upton "dying in harness" meanwhile. In January, 1889, property purchased by the Sentinel and Times Publishing Co. (H. A., A. C., and W. S. Shorey), and published by them 1889–92. Sold to John O. Patten, Jan. 1, 1893. No change made in name of paper during the period 1862–92, or about thirty years.

THE MAINE TEMPERANCE ADVOCATE. Published about one year, in 1869, under auspices of Grand Lodge of Good Templars, by Maj. H. A. Shorey, in the interest of Temperance and Enforced Prohibition.

THE BATH COMMERCIAL. Fen. G. Barker, editor and publisher. Continued but a short period.

THE BATH INDEPENDENT. Established by Charles D. Clarke. Local and Independent. Printed in Rockland; sold to E. C. Plummer, 1892; sold by Plummer to John O. Patten and consolidated with *Times* establishment, spring of 1893.

THE BATH DAILY TIMES AND BATH INDEPENDENT. John O. Patten, publisher and editor; assumed charge Jan. 1, 1893. Of the weekly edition, the *Independent*, C. D. Clarke, is editor and manager.

THE BATH ENTERPRISE. Joshua F. Upton, editor and publisher. Established 1889. Semi-weekly.

THE MAGNET. Y. M. C. A. organ, published by the Bath Association. Established 1892.

THE BATH PHI-RHONIAN. Published by Bath High School.

CHURCH EDIFICES.

The Popham Church.—The Popham Colony erected the earliest church edifice on the Kennebec River. This tenement was the first building completed by these colonists and was within the palisades of the Fort. It was rude in construction—made of hewed timber—and was destroyed in the conflagration, when the warehouse and other buildings were consumed, in the winter of 1608.

It is difficult to trace the history of the first meeting-house on the river after that of the Popham Colony. Tradition has located one on Preble Point, in which the Rev. Robert Gutch is supposed to have preached.

Capt. R. P. Manson, a gentleman over 85 years of age, living in Bath, and in his youth in Arrowsic, remembers seeing, in his youth, a stone foundation for a building, of which traces are yet seen, immediately north of the conspicuous clump of trees on the bluff at DOUBLING POINT,* the turn of Fiddlers into Long Reach, indicating the spot on which tradition says a frame of a church had been erected at an early day, and was undoubtedly boarded; at a later day it was sold to Benjamin Riggs, who took it down and re-erected it on his "Sagadahoc farm," at the lower end of Parkers Island, head of Sagadahoc Bay. According to tradition it had been intended for an Episcopal Church.

Pleasant Cove Meeting-house.—Col. Arthur Noble owned, at an early day, all the land that comprises the Morse farms, bordering on this Cove. Noble donated land for the building of this meeting-house, which was done by the Presbyterian Society in 1736, who occupied it until the completion of the Old Georgetown Meeting-house on Arrowsic Island. There is in existence a draft of a survey of the Pleasant Cove property, showing a one-story meeting-house, with steeple and facing easterly.

* Termed Doubling Point because in entering either Reach this point had to be doubled.

At times when the Presbyterians had no minister, it was occupied by Episcopal preachers who were employed on the river as missionaries from the Massachusetts diocese, and this probably continued after the completion of the house on Arrowsic. The first record of this church in the town records was March 15, 1740, and the town-meetings of Old Georgetown were held in the Pleasant Cove Meeting-house, from 1742 to 1762, as shown by the town records.

This building stood on a flat ledge immediately in the rear of the William Morse, now the James B. Morse, house. After its abandonment it was used for a carriage-house, as related by those who had lived on the place, and this author saw it in his youthful days. Scott Morse, who saw the event, stated it was blown down by a gale of wind, one of its falling timbers wounding an ox. This meeting-house had a double floor, a beading on its beams which were uncovered, and benches for seats.

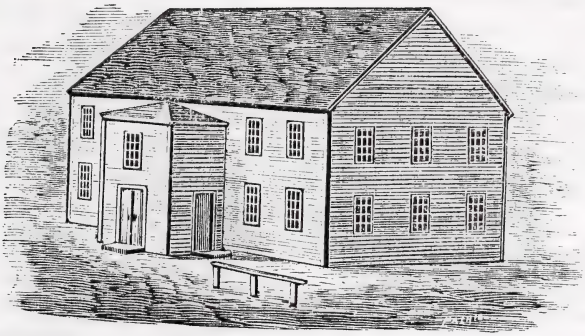
The Old Georgetown Meeting-house.—This old church, a landmark of the last century, stood on an elevation that overlooks an extensive country—the Back River and a long stretch of the Kennebec above, and south as far as Seguin. It was of two stories with a porch, of a heavy timber frame, and never painted. The body of the church, as all in those days, was divided into square box pews. About six inches above the tops of these square pews was a railing against which the occupants could lean their heads. The pulpit was high, with a winding stair-way and a sounding-board. Two deacons sat in chairs in front of the desk, and high up in the gallery, opposite the pulpit, the choir sat in the "singing seats." The church never contained a stove. Foot-stoves were sometimes used by the women and reheated, between services, at some neighboring dwelling.

The congregation came on foot or horseback, the women riding on a pillion behind the man. The horse-block was an indispensable adjunct to a meeting-house before the days of carriages, the women springing with agility from them to the pillion. Many became so skillful in sitting on their pillions that they could maintain their equilibrium by merely grasping the crupper-strap for support. An historic high rock, at the rear of this church, was its horse-block.

The site of the old building is now an orchard, adjoining the old Denny Cemetery. The land on which it stood was a GIFT FROM SAMUEL DENNY. It was first occupied for holding the annual town-meeting in March, 1763, and for church services in 1764, when Mr. Emerson came there to preach. The old meeting-house continued to be occupied after the swallows had entered, built their nests under the overhanging singing galleries, and flew around the room during service. It was abandoned after the church held meetings only at Phipsburg, whose church was built in 1802. The old church was built by the town.

The First Bath Meeting-house.—In 1756 there was not even an apology for a meeting-house or school-house in the whole Second Parish. The inhabitants, having now become a separate parish, determined to have a meeting-house, held a parish meeting and, after much deliberation, voted to build one. A committee appointed to select a site for the meeting-house, consisting of Jonathan Philbrook and others, were authorized to refer the matter to persons of some neighboring town in case they could not agree upon a location; consequently, failing to agree, persons of Brunswick were called in and decided upon a location, Nathaniel Donnell donating the necessary land, consisting of three-fourths of an acre.

ITS LOCATION.—To more equally accommodate the people both of Bath and West Bath, which then constituted the Second Parish, they located the building half-way between the Kennebec and the New Meadows Rivers on a rise of ground immediately north of the old cemetery, a short distance south of "Witch Spring." It was raised, boarded, and the roof shingled the same year, 1756. The shingles were made and laid by Maj. David Shaw. It was about forty feet square with a porch. To construct it the men contributed materials and labor. The nails were made by hand in the blacksmith shop of Isaiah Crooker, Sr., on High street. The only cash article required was glass, which was obtained from Boston, causing considerable delay, probably in consequence of lack of the necessary money. The house was never painted. By order of the General Court, a special tax for the benefit of this structure was authorized and Jonathan Philbrook was appointed collector. Finally, by the



FIRST MEETING-HOUSE IN BATH, BUILT IN 1758.

The one built at Arrowsic, in 1763, was substantially the same.

latter part of 1758, this "meeting-house" was ready for its dedication, but no record has been found of the event excepting the tradition that the proceedings took place during winter severity, and the glow of feelings induced by the consciousness of having a church of their own imparted sufficient warmth to the people worshiping within its walls. It was said that Deacon Philbrook made the remark at a later date "that it far surpassed in size and architecture any other building at that time in Bath, and was regarded with great satisfaction by its builders." Parish and town-meetings were held in it until 1812, although religious services ceased to be held in it when the North Meeting-house was completed in 1802. It was taken down about 1822 and set up the same day at the "Lower Steam Mill" on "Trufants Point," where is now the "Shaw Mill," and utilized for secular purposes, remaining there about thirty years, when it was again taken down and rebuilt and used for the same purposes. Its true identity cannot now be vouched for.

By enactment of the General Court of September 10, 1804, incorporating the "First Congregational Church of Bath," separate from the parish, the meeting-house ceased to belong to that church, and its possession fell to the society from which was formed the South Church and constituted the parish.—*Groton.*

The Old North.—The church and society of the parish having largely increased and become strong, the greater portion of its members being residents of Bath proper, and the old Witch Spring meeting-house having outlived its usefulness, the erection of a larger and more modern edifice, located in the village, became indispensable. Accordingly the society resolved to build a new meeting-house. The lot on the northeast corner of High and Centre streets was presented to the society by Edward K. Page. A contract was made with Martin Cushing and the building was completed in 1802. It was a capacious, two-story edifice, with gallery on three sides, pulpit in the east end, modern style of pews, a singing gallery, a porch, faced to the west contiguous to the street, and a lofty steeple in which was placed a bell, in 1803, which was purchased by subscription. This bell was rung for a long series of years as the

town bell, and when the old church was abandoned and finally taken down the bell was placed in the steeple of the Universalist Church on Front street, opposite the Custom House, from which it was eventually transferred to the belfry of the City Hall, where it is still used for the city bell. "The building of this church settled the supremacy of Calvinism in Bath. One of the aged deacons used to relate, in the evening of his life, that when he first heard the bell ring in the steeple of the new meeting-house he was so affected that he wept for joy."—*Groton.* The building cost $10,000.

Its Frontage.—From careful sifting of concurrent facts, it is evident that the seceding members of the Old North Church who composed the church and society of the Old South did not take this step, as has been asserted, because the Old North was placed to face the west instead of the east. On the contrary, it would have been impracticable for the church to face the east, as its eastern end stood on the edge of a precipitous ledge, affording no convenient access on that side, while its entrance was directly on the street, fronting the west. Moreover Judge Groton, the earliest historian of the churches of Bath, never mentions this facing question as an alleged cause of disagreement, and he had every facility for ascertaining the facts.

The Old North Meeting-house was the first in Bath to adopt a heating apparatus by putting in a wood stove. This was fifteen years after its erection. Mr. Ellingwood, who engineered the change and who was quite a mechanic, having learned to repair clocks and watches, had the stove at first placed in front of the pulpit, the pipe passing over the broad aisle and going up in front of the singers' seat to a brick chimney through the roof. Iron rods arose from some of the pew corners, which supported semi-ellipses across the aisles with semicircles on which to rest the funnel. The uprights extended above their connections with the ellipses, turning outward in the form of a scroll, which to youngsters appeared the very acme of beauty, and they regretted their removal, as was done subsequently, while a new movement progressed, by placing two stoves near the doors, with their funnels passing under the galleries to a chimney in the southeast and northeast corners.

The Old Brick, where Baptists worshiped, took in a stove in 1820, and the Methodist Meeting-house, where the Wesley Church now stands, commenced warming up in November, 1822. At first there was much opposition to placing stoves in churches. It has been stated that Mr. Ellingwood once related that when a stove was first put up in the North Church, and when there was no fire in it, a Mrs. Blasland who was in the church arose and went out, declaring that she could not stand the heat.

When the Old North became vacated, in 1844, the building was sold to James D. Robinson, who took it down and rebuilt it on his Union wharf, where it was utilized for storage purposes for some years, when it was again sold and moved intact on a gondola to the north part of the town, landed near the old ship-yard of the Pattens, where it now stands, in a dilapidated condition, having been long used for purposes connected with ship-building.

The Winter Street.—In 1843, prior to the ordination of Mr. Fiske, leading members of the church and parish came to the conclusion that a building of modern style and more centrally located was demanded. To carry out this purpose individuals, on February 1, 1843, inaugurated the undertaking as "proprietors," independent of the parish, the necessary funds to be raised by subscription, depending upon the sale of pews for reimbursement. This was readily accomplished, as on January 31, following, $5,250 had been raised and eight pews subscribed for. The site for the church was selected at the northwest corner of Washington and Winter streets, for which $1,350 were paid. The committee on building had full powers and consisted of George F. Patten, Thomas Harward, Caleb Leavitt, Charles Clapp, Jr., and Gilbert C. Trufant. By January, 1844, the edifice was completed. By selling the pews at auction the proceeds fully repaid the outlay incurred by the proprietors, "the house to be called the Winter Street Church." Its dedication took place February 1, 1844, Mr. Fiske preaching the dedicatory sermon.

In 1845 it was found necessary to enlarge the accommodations of the church, and on March 7 George F. Patten, Richard Nutter,

William M. Reed, G. C. Trufant, and Chas. Crooker were appointed a committee to make the enlargement, which was done by contracting the entry so as to add twenty-four pews, and by carrying back the singing gallery four more pews were added.

Renovation. — During the summer vacation season of 1890 a complete renovation of the interior of the church was made, re-arranging the seats, adding new carpets, cushions, an elegant chandelier, with a low pulpit, and fine new organ placed in the rear of the preacher's platform. The cost was $10,000, raised by donations.

Rededication.—On Sunday, November 16, 1890, the church was rededicated, a large congregation attending. With much appropriateness the venerable Dr. Fiske made a dedicatory prayer. At the evening service there were brief and appropriate addresses made by the pastors of all the evangelical churches of the city.

Conference Rooms.— For a long series of years the North Church occupied a room for lectures, conferences, prayer-meetings, and other church meetings, in the second story of the north wing of Dea. Nicholas L. Mitchell's dwelling-house, at the northeast corner of Oak and Washington streets, which was subsequently termed the upper conference room. Later the church was presented with a free deed of a hall in the second story of the building at the northeast corner of Centre and Washington streets, then termed Concert Hall. The donors of this property were Parsons Smith, John Smith, and Davis Hatch. When sold by the church it brought the sum of four hundred and twenty-five dollars, and the proceeds were appropriated to the purposes of Winter Street Church Vestry.

This room was used by the church until in 1864, when the present chapel was built on the north side of the church. In this chapel is an apartment devoted to the purposes of a pastor's study, in which is the church library for the use of the pastor. There is likewise a ladies' room, chiefly used for conference and prayer-meetings.

During Doctor Ellingwood's pastorate there was a school building where now (1894) stands a grammar school, on South street, that was used for a lower conference room. It had also a Missionary church building, where now stands the Corliss Street Church, and is

now used for the lower grammar school, on the corner of Corliss and High streets.

THE PARSONAGE.—This society never owned a parsonage until the settlement of Mr. Folsom, when a house was purchased on the north section of Middle street, which was occupied by the pastor until 1889, when the fine house north and contiguous to the church was purchased and the other house sold. The attending expenses were defrayed by liberal donations from wealthy members of the church, together with funds raised by the efforts of the ladies of the church and society.

The Old South.—About the year 1802 a number of worshipers at the Old North, having become dissatisfied with the rigid Calvinistic doctrines preached in that house, seceded from that society, and resolved to build a meeting-house of their own of a more imposing appearance than the North edifice. It was placed on a high hill on the east side of High street, some distance south of the other church, facing the east and overlooking a long stretch of the Kennebec. The location was a delightful one and long denominated Meeting-house Hill. The master builder was Tileston Cushing, a mechanic and citizen of considerable importance. Its foundation was laid in 1802 and the edifice completed in 1805, at a cost of fifteen thousand dollars. After having occupied this church thirty years, and a more central location becoming desirable, a movement was made that had in view the erection of a new church building.

By an act of the Legislature, March 23, 1835, "William M. Rogers, Jacob Robinson, Levi Houghton, and Samuel G. Bowman, and such others as may be associated with them for the purpose of providing a house of public worship in the town of Bath, were incorporated into a religious society by the name of the Third Parish of Bath," and at a legal meeting, May 11, 1835, of the parish the act of incorporation was accepted. At this meeting W. M. Rogers, Levi Houghton, and Jacob Robinson were appointed a committee to purchase the South Meeting-house, which was accordingly accomplished. This action was undoubtedly to transfer the

ownership from the original stockholders to the organized Third Parish, although, individually, they were, undoubtedly, one and the same persons.

The Central. — At a meeting of the Third Parish, March 7, 1846, it was voted "to proceed to build a new house of worship for the said parish," and William M. Rogers, John Patten, Jeremiah Robinson, Otis Kimball, and C. S. Jenks were chosen a committee to carry the vote into effect by selecting a lot, and "erect said house as soon as practicable." June 17, 1847, "the parish committee was authorized to sell the house of worship now occupied by the parish either at private or public sale." This was the Old South.

For raising funds to build the new church there is no mention in the parish records, but it is reliable tradition that money for the purpose was pledged by indvividuals, to be reimbursed by the sale of pews. William M. Rogers pledged one-quarter, John Patten and Levi Houghton the same, Jeremiah and Jacob Robinson jointly the remaining quarter. The church was built as it now stands, on the west side of Washington street, about one block from Centre street. The vestry is in the western basement. At a meeting of the parish, November 3, 1847, it was "Voted that the parish accept the house of worship recently erected by a committee for them."

The leading men whose names appear in the record book of the parish as taking an active part in parish measures were: John Patten, William M. Rogers, Levi Houghton, Gershom Hyde, C. S. Jenks, Jacob and Jeremiah Robinson, George W. Kendall, Otis Kimball, L. Warren Houghton, S. G. Bowman, John Bovey, William Torrey, John R. Houghton.

A committee appointed for that purpose reported the name of Central Church for this parish, which was accepted. The pews of the new building were sold at auction at remunerating prices.

About 1890 a new and powerful organ was purchased by donations and placed on the lower floor in the rear of the preacher's platform.

The Parsonage. — This church and parish had no parsonage until in 1882, when Capt. John Patten purchased the William P.

Parker McCobb Reed

ARTOTYPE, E. BIERSTADT, N. Y.

Larrabee homestead, on Middle street, for thirty-five hundred dollars and donated it to the parish for a parsonage.

The Baptist.—After having held their meetings in halls and school-houses for some years, revivals connected with this denomination increased their congregation so rapidly that in 1816, with the aid of men of influence and wealth outside of the society, they were able to erect a church building of their own. James McLellan, Joseph F. Wingate, David Stinson, and Samuel Noble on the part of the citizens and Oakman Sprague, Elijah P. Lowe, and T. Lemont in behalf of the church were appointed a committee to take the matter in hand, and liberal subscriptions were received from William King and others, in and out of town, who did not belong to that denomination. A fortunate selection of location was made, at the corner of Elm and Washington streets. It was built of brick, of two stories, with a basement vestry. It was dedicated in December, 1816, Elder Stearns preaching the dedicatory sermon. This house was occupied by the society for thirty-six years, when it became necessary to have a larger and more improved house. The old house was taken down and the present edifice erected on the same site. The city clock was placed on the belfry. This building has a large vestry in the basement and a baptismal vault. It was dedicated in February, 1853.

The Swedenborgian.—Until 1843 the Swedenborgian Society worshiped in a room on the lower floor of the building on the northeast corner of Washington and Centre streets. During that year, by liberal contributions of the wealthier members, they were enabled to build a church on the very beautiful lot that borders on Winter street, including all the space between High and Middle streets, adorned now with beautiful trees. The church is of the Greek style of architecture, of one story, and has an attractive and refined appearance. In 1870 the interior of the church was remodeled and improved.

The Wesley.—A two-story building with pews was dedicated in the summer of 1820, which, with additions and improvements, served

the society till 1869, when it was removed to make room for the erection of the present edifice. The old building was moved to Commercial street and converted into a store. In 1841 a large addition was made to the chapel, including remodeling of pulpit and singing gallery. In 1847 a tower and spire were erected, in which was placed a fine bell, a present to the church by Gen. James McLellan and Mr. William D. Crooker. The present edifice was erected in 1869 at a cost of $29,000. The organ was put in in 1873 at a cost of $4,000.

The Beacon Street. — The subject of building a Methodist Church in the northern part of the city had been agitated for some years before the Beacon Street Church was built. Fears were entertained that the cause of Methodism would be injured by the erection of another house of worship; but the friends of the cause finally prevailed. Isaac Hatch and J. W. Shaw had previously purchased a site. Charles Davenport, Isaac Hatch, and Isaac W. Lynch were elected a building committee, and ground was broken for the foundation of the new church July 22, 1852. In eleven months the house was completed, at a cost of $9,425. The edifice was dedicated, by Bishop Janes, June 15, 1853. The Missionary Board aided the new society with $100. In June, 1854, thirty-one pews were unsold and there was a debt against the trustees of $3,047. Mr. Charles Davenport generously relieved the society of this financial burden. In 1875 and 1878 there were improvements and alterations made in the church, and a parsonage built in the rear of the church at a cost of $2,000. In 1882 the vane of the church was blown off in a gale of wind, and in 1883 the old spire was taken down and a new one, twelve feet shorter, put in its place and other improvements added, costing $2,189.

The Universalist.—Having for some length of time held services in a room in the Town Hall, in the summer of 1839 the Universalist Society became of sufficient strength to undertake the erection of a church edifice, which was done. The building was located opposite the present Custom House, west side of Front street. It was of one story, had a high steeple in which was a bell. It was dedicated

in the fall of 1839. The society desiring a different location, the church and site were sold, and Corinthian Hall, on Washington street, opposite the Park, was purchased and converted into a church building, which it now occupies. In 1892 many improvements were made upon the building and memorial windows put in dedicated to the memories of Rev. Mr. Brooks, B. W. Morse, and Oliver Moses. The old house was sold, in 1860, to Oliver Moses.

The North Street Free Baptist.—The Free Baptist Society organized April 16, 1842, and worshiped awhile in the Town Hall and Music Hall. In the spring of 1852 a site was purchased, corner of North and Willow streets, and the house of worship was completed and dedicated the following December. September 8, 1868, this church edifice was blown down, and a new edifice was completed and the house dedicated in less than a year. The vestry is in the basement. The church has an organ.

The Corliss Street.—The date of the construction of the Corliss Street Church has not been obtainable. It is of two stories, has a steeple and bell; in 1891 a two-story vestry was added, and there is a parsonage contiguous.

The Catholic.—There is a large Catholic Church building on High street, the site of which is on the historic homestead ground of Isaiah Crooker, Sr., and its erection was commenced about 1855.

The Unitarian.—When the Unitarian Society and Church was in existence, they built a church on the south side of Summer street, about half a block east of Washington street, in about 1854, which has since been demolished.

CHURCH ORGANIZATIONS.

The prominent settlers at Bath were of the Puritan stock, coming chiefly from Massachusetts and New Hampshire, bringing with them Calvinistic predilections. The Philbrooks came from Greenland, N. H., the Swantons, Lemonts, Crookers, Trufants, Robinsons, and the Springers from the south shore and the bay, and the Sewalls from old York. These were stalwart men. They believed in stalwart, sectarian doctrines, and lived up to their faith, supplemented by their works.

In 1754 Bath, including West Bath, was incorporated into the Second Parish of ancient Georgetown. At that date there were living in the parish twenty families, and it has been said that among them was but one public professor of religion. This Christian man was John Shaw, yet there were four others who were considered pious men. They were Benjamin Thomson, John Bridges, Abner Lunt, and Jonathan Philbrook.—*Groton.*

The North.—From 1752 to 1767 various preachers had been temporarily employed: Merriman, Isaac Livermore, Parker, Solomon Page, Zebadiah Adams, John Wyth, Ebenezer Champney, Fuller, Bigelow, Aaron Kinney. In 1765 the Rev. Mr. Miller of Brunswick came to Bath, formed a church and administered the communion. Finally a young preacher came from Boston in the person of Francis Winter, who was settled and became distinguished.

Rev. Francis Winter.—Mr. Winter was a native of Boston and a graduate of Harvard College. He came to Bath early in 1767, and after preaching on probation for the orthodox church was invited to settle, which invitation he accepted, and was ordained in the autumn of the same year. He came to Bath on horseback in company with Lemuel Standish, a relative of Miles Standish, bringing the name to Bath, which remains here. Mr. Winter came from Boston, where he had associated with such eminent men as Adams,

Otis, and Warren, himself becoming an ardent patriot, taking the lead in Revolutionary measures adopted in Bath during that memorable period.

Two years before the ordination of Mr. Winter a church had been organized, consisting of seven members. Owing to some irregularities in its formation it was dissolved, and a new church organized in 1767, at the time Mr. Winter was ordained in the new meeting-house. The salary of the minister was fixed by the vote of the parish at about three hundred dollars, which was increased later to about four hundred dollars by vote of the parish.

Mr. Winter married Miss Abigail Alden in 1768. Three years later the couple, in order to visit the sister of Mrs. Winter, rode on horseback from Boston to Connecticut and back. From Boston they proceeded to Bath. Mrs. Winter had become so greatly fatigued, riding on horseback, that Mr. Winter traded one of his horses for a carriage, to which the other horse was harnessed. It was the first carriage that came into Maine and was called a chaise. The traveling was so difficult that two negroes were employed to accompany them. To get the carriage along, some portions of the road had to be cleared, and on several occasions the vehicle had to be taken apart in order to get over fallen trees that lay in the path. They finally reached Bath. The minister's parishioners thought it was putting on too much style for their pastor to ride in a carriage, and in consequence Mr. Winter sold it. This was in 1771. It was a two-wheeled chaise, the body resting on leather thorough-braces, which were attached behind to wooden springs. It was easy in its motion. He made his residence on High street.

Mr. Winter, when ordained, was a strict Calvinist. During his pastorate the Arminian doctrine was introduced into this orthodox region, and several neighboring Congregational ministers became imbued with its more liberal principles, which were almost, if not quite, Unitarianism. Mr. Winter's people felt that he was becoming interested in these new doctrines, though he rather implied than expressed it. He was not a man to deny a change of religious sentiment, and this, no doubt, led to the differences between himself and his church and parishioners, to the cutting off his salary by

vote of a parish meeting, and finally the relinquishment of his charge, in 1787, after a pastorate of twenty years. He made no formal resignation, and when a new pastor was installed, in 1795, and a new church formed, he did not become a member and his name was omitted in its organization.

He possessed talent and great learning; was a little above medium height, of a strong constitution, a large frame, broad shoulders, a plethoric habit of body of about two hundred pounds in weight; had a quick, penetrating eye and a stentorian though musical voice. He always rode on horseback, and wore an enormously heavy cocked hat and a wig that flowed down over his shoulders. Thus equipped he always attracted attention and was accorded respect.

In 1791 Mr. Winter purchased a farm of Samuel Berry, at Berrys Mills in West Bath, and resided upon it. Although retired from the ministry, he did not retire from the world. In the prime of life still, he entered with zest into the affairs of the town and occupied some of its highest offices. He informed himself in matters of law, and was the only legal adviser in town for some years.

That he possessed eminent tact and decision can be shown in a little transaction that took place during his pastorate. "The parish had fallen behind in payment of his salary. Continental money was legal tender, but the fixed day was near when it would cease to be such and would be well nigh worthless. A deacon of the church was treasurer of the parish. The idea was entertained to tender to Mr. Winter the amount due him on the Saturday preceding the Monday on which continental paper money could not forcibly be made to pay debts. It legally belonged to the treasurer to pay out the public money, but the collector was dispatched with the worthless bills to pay off Mr. Winter Saturday afternoon. Finding the parson at his house he proceeded to say: 'I think, Father Winter, you have a bill against the parish.' He said he had. 'I thought,' said the collector, 'that you might be in need of money, and so came up to settle with you.' The parson took in the situation at once and proved equal to the occasion. He knew that the refusal of a legal tender would forfeit the debt. 'Are you not the collector?' asked the creditor minister. The collector replied that he was. 'I

receive my money from the treasurer,' quickly said Mr. Winter. At once the collector saw the mistake and hurried back to send the treasurer to the rescue. As soon as the defeated collector had disappeared, the triumphant parson donned his Sunday clothes, said to Mrs. Winter, 'Wife, I shall exchange to-morrow,' and without further explanation mounted his horse and rode quickly away. The treasurer very soon appeared at the parson's domicile with his pocket full of continental money. 'Where is Mr. Winter?' he excitedly inquired. 'Gone off to exchange,' was the reply. Further pressed, the lady persisted that she 'really did not know whether he had gone to Georgetown to exchange with Parson Emerson, or to Harpswell Neck to exchange with Mr. Eaton.' The eleventh-hour-paying treasurer saw his defeat and returned from whence he came to deposit the money in the treasury of the parish, and on Monday it was money no longer. On the intervening Sunday an 'exchange' minister occupied the Bath pulpit."

As illustrative of the old parson's undaunted will, it has been told of him that his eldest son owned and sailed a schooner that had been in the West India trade, but when the embargo was declared he had to haul her up. Subsequently business called him to the West Indies, and he came to the conclusion to go in one of his own vessels of small size, taking along a cargo. Accordingly he brought her around from the Kennebec to the New Meadows. He bought flour at Bath with which to load her; took it in the night to his father's house in West Bath and stored it in the front entry. Learning of this movement, custom-house officials secured a warrant of search and seizure and proceeded to the house of the old gentleman, where a general search was made, invading every part of the house before coming to the front entry door. Here they would come upon the flour. But they found the old gentleman there also to defy them. Seizing from the fire-place a heavy pair of tongs, he brandished them right before their faces and declared that, if they advanced another step, he would break their heads open, his flashing eyes and attitude showing that he meant it. The officials made a retreat, leaving the ex-divine master of the situation.

Mr. Winter was representative to the General Court from 1784 to

1799; was town clerk from 1793 to 1802; and was chosen one of the selectmen in 1804.

When Mr. Winter had retired from the ministry and was settling with the church authorities, he insisted upon having his pay in gold, and it was weighed out to him as he demanded. At that time, doubtless, sovereigns and other coins were in general use which might be of doubtful weight. The identical scales used in this transaction are now in existence, latterly in possession of John Hayden.

The last public performance of Mr. Winter was the delivery of a Fourth of July oration in the South Meeting-house, by invitation, on a notable celebration of that anniversary day in 1825. He was more than eighty years of age at the time, and yet his address gave so much satisfaction that a copy was requested for publication, which was done in pamphlet form for general circulation. His death occurred the next year, 1826. A grandson at West Bath is now his only lineal descendant.

Other Clergymen.—From the retirement of Mr. Winter, in 1787, the desk was supplied by transient preachers until the settlement and ordination of Mr. Hugh Wallis, December 5, 1795. The exercises were held in the old meeting-house, on a cold day, without a fire, the want of heat being, it has been stated, amply compensated by the glow of enthusiasm incited by the happy event of having a settled pastor. Contemporaneous with this auspicious event the church was re-organized, December 8, 1795, and denominated "The Congregational Calvinistic Church of Christ," with fifteen members. Mr. Wallis' ministrations did not prove popular, through his lack of pulpit eloquence, his rigid Calvinism, and not readily affiliating with the people as a citizen. Some prominent members of the church and society adopting the more liberal Arminian doctrine, among whom were such influential men as William King, John Peterson, and Francis Winter, the parish refused to continue his salary, and he resigned July 15, 1800.

In 1805 the Rev. Asa Lyman preached temporarily, and having given satisfaction to the church and parish he was given a call; was ordained January 1, 1806, and continued until February 4, 1808, when he resigned, but held his pastorate to March 9, 1808.

The North Church remained without a settled minister the next four years. A man of future mark then came on the scene, and proved to be a minister "after their own hearts." He came to stay. This was John Wallace Ellingwood. He was born in Beverly, Mass. When young his father, who had been a sea-captain, died. By his death Mr. Ellingwood came under the care and protection of his uncle, who was also a sea-captain, and when his nephew was thirteen years old he took him to sea. On his return he informed his uncle that he should go to sea no more. At this early period of his life he was a good English scholar. At the age of fourteen he apprenticed himself to a silversmith and watch-maker in Beverly, where he worked six years and became master of the trade, as he was a natural mechanic. He entered into business for himself in the same town, employing two or three journeymen, and continued in trade three years.

All of this time he had a higher object in view and pursued his studies during the intervals of business. Closing his business at Beverly he went to Leicester, where he applied himself closely to the study of the dead languages, and advanced so far in learning that in the latter part of 1809 he entered the Andover Theological Seminary, where he remained three years and completed his theological course. The North Church sent Dea. Nicholas L. Mitchell to Dover, N. H., to meet Dr. Leonard Woods, president of the seminary, who recommended that the committee write to Mr. Ellingwood to preach for them on probation, which was done. Mr. Ellingwood brought a letter of introduction to a deacon of the church, Mr. Dummer Sewall. The news of Mr. Ellingwood's arrival soon spread through the Reach and excited feelings of joy and gratification in the hearts of the members of the church.

Mr. Ellingwood's first sermon was from the text, "There is a way which seemeth right unto a man, but the end thereof are the ways of death." He preached on probation until the first of July, and gave such general satisfaction that he received a call. After graduating at Andover he returned to Bath for his ordination, on November 4, 1812, in the North Meeting-house. Unusual preparations were made and the house was filled to overflowing. It was a dis-

tinguishing event and an era in the history of the North Church. It was said of the ministers taking part in the services: "Taken together, New England, and it might truly be said the world, has not nor ever will produce their superiors, if it has or ever will produce their equals."

Mr. Ellingwood was most faithful, laborious, and successful in his ministry. He preached for twenty-five years; a lecture on Tuesday evening as well as two sermons on the Sabbath. He long and happily maintained his Bible class every other Thursday evening. He was diligent and eminently wise as a pastor, a man of great prudence, zeal, and soundness of judgment, dignified in deportment, remarkably generous, and widely influential throughout the state. In common sense he excelled. Three hundred and eighty-two members in all were added to the church during his pastorate, and at the time of his resignation the church numbered two hundred and seventy-seven members and was strong in high character and good works. The successor to Dr. Ellingwood was John O. Fiske, and the subjoined sketch of his career comprises a complete history of his pastorate.

Rev. John Orr Fiske.—The Fiske family has been traced back to the reign of Henry VI in England. Many of that name endured severe persecutions, in the time of Queen Mary, on account of their staunch adherence to evangelical principles. It was the lack of religious toleration in England which led John Fiske, with his wife and four children, to embark for America in 1637, settling in Wenham, Mass. Nearly fifty of their descendants have been clergymen or deacons in the various evangelical churches of the land. Perhaps no other family in New England has contributed so many members as this to the ministerial office. They have always proclaimed the doctrines and teachings of Christ as held by the evangelical churches, but the subject of this sketch, while following closely in their footsteps, has added more of the sweetness of Christ's gentle and loving precepts in all his ministrations to his people.

John O. Fiske, third son of James Ballou Fiske and his wife, Rebecca McGaw, of Merrimac, N. H., was born in Bangor, July 13, 1819. He was graduated at Bowdoin College in the same class

with Governor Andrew of Massachusetts, Dr. Fordyce Barker of New York, and Rev. Dr. Field of Bangor, in 1837, and at Bangor Theological Seminary in 1842.

Destiny seemed to turn Mr. Fiske's footsteps toward the lower Kennebec. In 1842, while still a member of the Theological Seminary in Bangor, he took a steamer for Boston to attend the graduating exercises at Harvard College. The vessel ran aground, springing a leak, so that the passengers were obliged to disembark at Rockland and to continue their journey by land. On reaching Bath a friend invited Mr. Fiske to call upon Dr. Ellingwood, who for many years had held a pastorate over the Old North Church. Dr. Ellingwood was so much pleased with his young visitor that he invited the latter, after his return to Bangor, to occupy his pulpit for three months, which invitation he accepted. He preached his first sermon in Bath November 6, 1842. The parish, in view of Dr. Ellingwood's advanced age and retirement, requested Mr. Fiske, at the close of three months, to become permanent pastor. He consented, on condition that he should be granted six months for further study, and was ordained pastor of what is now Winter Street Church, August 17, 1843.

His pleasing manner, rare thoughtfulness, great tact, and wonderful memory for names and faces made him an exceptionally and deservedly popular man. No man endeared himself to the community more than Mr. Fiske in his long residence in Bath. In the pulpit his sentences were forcible and terse, his language choice and appropriate. A largely increased membership of the church was the natural result of his pastorate. Dr. Fiske preached two sermons every Sunday, and even when it seemed imperative for the sake of his health he declined emphatically to omit the afternoon service, which was retained until after his resignation. A number of Dr. Fiske's sermons have been published, at the request of his people. His life-long devotion to the cause of Foreign Missions and the large annual contributions from the Winter Street Church made the latter in this respect one of the leading churches in the state. Nor were Home Missions neglected.

Dr. Fiske was always conspicuous in the discussions held at

the annual sessions of the Congregational denomination in Maine, particularly so in the height of the slavery agitation, differing in regard to some of the methods adopted in the Anti-Slavery Reform. In 1864 he went on the Christian Commission, giving his services for six weeks; joined the army after the battle of the Wilderness, and later was at Fredericksburg, when there were 10,000 men in the hospitals. In consequence of these labors his health was seriously impaired. He visited Europe, for the sake of his health, in the summers of 1851, 1865, and 1882, being generously aided to do this by the parish. For eight years he was a member of the Board of Overseers and for thirty-one years a trustee of Bowdoin College; was trustee of Bangor Theological Seminary fifteen years; was president of the Maine Missionary Society many years. He received the honorary degree of D. D. from his Alma Mater in 1868.

On account of failing health, Dr. Fiske resigned his charge in August, 1883, on the fortieth anniversary of his settlement. In his farewell address, from Acts 20: 32, he made the following interesting statements of his work in the parish: "Since the commencement of my ministry I have preached 4,140 sermons, have performed 515 marriage ceremonies, have attended 1,245 funerals, and baptized 292 children and 95 persons of riper years. I have also made 20,000 pastoral calls. On only one Sabbath in all the forty years was there no service in this church, and then on account of a very severe storm."

After his retirement he continued his deep interest in the church, always attending the Sunday morning service until prevented by increasing illness. On the occasion of the rededication of the church edifice, after its renovation in 1890, Dr. Fiske made the dedicatory prayer—one long to be remembered by all who heard it. He rejoiced fully with the people in the beautiful adornment of a church that for him held the sacred memories of half a century.

September 19, 1848, Mr. Fiske married Mary Augusta Tappan, daughter of Rev. Dr. Benjamin Tappan, who for thirty-nine years was pastor of the Congregational Church in Augusta, Me. Through her mother, Elizabeth Bowdoin Temple Winthrop, Mrs. Fiske is directly descended from the old Gov. John Winthrop and from Gov-

ernor Bowdoin. Two of Dr. and Mrs. Fiske's children are still living: John Winthrop Fiske, a lawyer in New York, and Mary McGaw Fiske, at home in Bath. The eldest daughter, Katherine Tappan Fiske, died February 1, 1877. Dr. Fiske died December 18, 1893.

The Winter Street.—When the Winter Street edifice had been completed the "First Church in Christ," the Old North, was reorganized into the Winter Street Church, or the First Congregational Church of Bath, and the services of the pastor were formally transferred to the newly formed church.

To succeed Dr. Fiske, several ministers preached on trial, and Rev. Omar White Folsom was invited to become pastor, which invitation was accepted. He is son of Jesse and Elizabeth (Varney) Folsom; was born in North Sandwich, Carroll County, N. H., April 24, 1844; fitted for college at Gilmanton Academy, in Gilmanton, N. H.; entered Dartmouth College, September, 1865, graduating in the centennial class of 1869; studied three years at Andover Theological Seminary, graduating from that institution in the class of 1872; ordained to the gospel ministry and installed as pastor of the First Church, Newbury, Mass., October 31, 1872; continued pastor of that church till June 30, 1884; began work as pastor of the Winter Street Church, Bath, July 1, 1884, the installation service taking place September 16, 1884, and is occupying the pulpit at the present time, 1894.

The pastors of this church have been: Solomon Page, preached from 1758 to 1759; Francis Winter, settled from 1766 to 1787; Hugh Wallis, from December 9, 1795, to July 15, 1800; Asa Lyman, from January 1, 1806, to March 9, 1808; John W. Ellingwood, from November 9, 1812, to August 17, 1843; John O. Fiske, from August 17, 1843, to August 17, 1883; Omar W. Folsom, from September 16, 1884.

The deacons of the Old North Church were: David Trufant, James Lemont, Jonathan Philbrook, Dummer Sewall, Caleb Marsh, David Sewall, Ammi R. Mitchell, Peleg Sprague, and Nicholas L. Mitchell. Deacons of the Winter Street Church: Henry Hyde, William B. Trufant, Thomas C. Jackson, Thomas Simpson, Charles N. Delano, Joseph Sprague, Seth T. Snipe, David T. Percy, and Frederic H. Low.

The South.—During the latter part of the pastorate of Mr. Winter there was a secession from the Old North of prominent men of the church and society, in which Mr. Winter eventually joined. These men were such as William King, John Peterson, and other influential men. The cause of their departure was on account of their dissent to the strong Calvinistic creed of the orthodox church and a strong leaning towards the more liberal Arminian doctrines, and they were termed the "liberal party." They built a church in 1805. Bath had a population not exceeding 2,000 people in 1805. It was the intention of this party to form an independent society. General King was then a member of the General Court of Massachusetts, in session at Boston. He was intrusted by the society with the task of finding a minister whose sentiments corresponded with theirs, and he was recommended to call on the Rev. William Jenks, with the assurance that he would answer their expectations and by his piety and learning fill the place. After the return of Mr. King from General Court a meeting was called and Mr. King, in his emphatic style and manner, stated that he had found a man who could fill the measure of their most sanguine expectations. It was voted to give Mr. Jenks a call to settle over the society.

Mr. Jenks, at this time, was about thirty years of age. He was a thorough scholar and a man of culture. He was well versed in the Oriental languages, not surpassed by any linguist. He was a graduate of Harvard College. In his person he was above the middle height, and weighed over 130 pounds. His face was an index of his mind, his head large, his eyes bright and sparkling, his manners kind. He was never censorious in or out of the pulpit. He united the noble qualities of man.

Mr. Jenks accepted the call of the parish and was to be in Bath at a fixed time to be ordained. A committee was appointed to call on an assembly of Congregational ministers and laymen of the churches to carry into effect the ordination. Among other clergymen invited to assist and take part was the Rev. Samuel Eaton of Harpswell. The parish committee found Mr. Eaton in his ancient house on that point of land called Harpswell Neck. They explained, and he soon understood their errand and congratulated them that

they were soon to have the gospel preached to them in their beautiful and costly house in Bath, and assured them that he would be present and help make up the necessary number of ministers to ordain Mr. Jenks; but in looking over the copy of the records of the parish he found that the First Parish in Bath had no church. The reply was they did not consider it material, if the parish was legally organized, and that was the opinion of Mr. King. Mr. Eaton replied that such a course was unprecedented among all the Congregational Puritan Christians, and would bring disrespect upon the minister settled and the parish that settled him; that he could take no part in the ordination unless there was a church, as well as a congregation. This, too, was the view that all the neighboring invited clergymen took of the matter. A parish meeting was then called and the difficulties presented. The fertile genius of General King soon found a remedy for the difficulty. He stated to the meeting that it would be well enough, as a matter of form and to conform with ancient and universal usages, to have a church; and as there was no time for delay that they would make and form a church forthwith. He sat down and wrote a paper to the effect that those of the parish who signed should at once become the church of the First Parish. Mr. King was the first man to sign the paper and others followed. He remarked that he would soon fill it up.

The church was organized December 24, 1805. The members were William Jenks, William King, William Webb, Zacheus Crooker, Nathaniel Coffin, Enoch Jones, Betsey Jenks, Ann King, Harriet Webb, Mary Coffin, Pauline Jones. Mrs. King hesitated about becoming a member, thinking it too serions a matter and that it would abridge the social amusements which were dear to them at their age of life and rank in society. The General assured her that she misapprehended the case; that the formation of the church was a matter of business expediency and necessity in order to carry into effect the ordination of Mr. Jenks. Mrs. King finally gave her signature. The North Church would hold no communion or fellowship with the members of Mr. Jenks' church, as these latter, with the one exception of Zacheus Crooker, did not consider a change of heart and genuine piety necessary to membership.

The South Church was reinforced by the following members: Levi Houghton, John Stockbridge, John Richardson, Green Richardson, Samuel G. Bowman, William Ledyard, Jesse Russell, David Shaw, David Marston, Charlotte Houghton, and Sarah Hodgkins Rogers. It was the "Second Congregational Church of Bath."

At the ordination of Mr. Jenks, Mr. Winship preached the ordination sermon, Mr. Bradford gave the charge, the right hand of fellowship was by Mr. Eaton, and the prayer by Mr. Parker. In this connection it might be interesting to note, that Mr. Parker was totally blind in his latter years, but could recite a hymn or a chapter of the Bible, in the pulpit, and not miss a word. At the ordination Mr. Francis Winter sat in one of the front seats with his head covered with his large white wig and his heavy cocked hat in his hand. Mr. Eaton sat in the pulpit with a wig not inferior to that of Mr. Winter's, and, according to the fashion of the times with gentlemen of position and dignity, both Mr. Winship and Mr. Eaton had beaver cocked hats. In fact the general dress of the clergymen of that day was of the continental style of costume, and in the pulpit they wore a white square neckband. During the twelve years' ministry of Mr. Jenks in Bath, he always appeared in the pulpit in continental dress.

A notable revival in the Bath churches, in February, 1816, gave to the South Church, members of strong orthodox sentiments, among whom were Judge Benj. Ames, Nehemiah Harding, Daniel Marston, Thomas H. Gage, David Shaw, and others, and Dr. Jenks became imbued with the more orthodox views. There then ensued a lengthy and annimated correspondence upon this subject between General King and Dr. Jenks. The General ably contended that in all matters of faith and practice he stood the same as when he formed the church, and any change in the pastor or others of the church members, should not be a cause for his excommunication. This correspondence led to a truce between the parties which ended the controversy. But without immediately withdrawing from the church, General and Mrs. King ever afterwards attended the North or Winter Street Church.

To help out his salary, while preaching in Bath, Dr. Jenks' friends procured him the position of Professor of Oriental Languages

and English Literature in Bowdoin College. In 1817 Dr. Jenks resigned his charge in Bath and removed to Boston, by solicitation of his admirers in that city, and became pastor of the Green Street Church. From 1810 to 1812, the North Church having no pastor, Dr. Jenks preached on alternate Sabbaths in each church until the installation of Mr. Ellingwood. After the departure of Dr. Jenks, till 1823, the South Church united with the Old North, Mr. Ellingwood preaching a portion of the time in the South Meeting-house.

In 1823 Mr. Seneca White was ordained pastor of the South Church and the two congregations were again separated. Mr. White was dismissed from the pastorate April 30, 1830. For five years the Old South remained without a pastor. Then the best interests of the Christian life in the community seemed to point towards the revival of the Old South or the formation of a new church. To accomplish this object eight members of the Old South Church, of whom seven were women and one man, were dismissed July 5, 1835, from that church, with the view of forming a new church, which was legally organized as the Third Church of Bath, July 8, 1835.

The remaining members of the old church transferred its communion plate to the new church, these members remaining intact as the Second Church in order to make this transfer legal. This accomplished, these persons united with the new church together with others coming from the North Church. Among those transferred from the North Church were William M. Rogers and Levi Houghton.

Gershom Hyde and John Bovey were chosen deacons. Mr. Ray Palmer was at the same time installed as pastor, and his pastorate continued until November 6, 1850, when he was dismissed and became pastor of the First Congregational Church, at Albany, N. Y.

Mr. Palmer was a scholarly man, of very smooth and quiet demeanor, and was an author and poet whose literary works were published in book form, making him somewhat distinguished in the literary world. His hymn, "My faith looks up to Thee," is famous.

After the departure of Mr. Palmer to another field of labor, a supply was found for the pulpit in Eliphalet Whittlesey, then a

young man, just graduated from Andover Seminary, and he was ordained over the church October 1, 1851. Mr. Whittlesey's pastorate gave good satisfaction. He resigned as pastor and was dismissed during 1861. The succeeding pastor was the Rev. Augustus F. Beard who came from a church at Cape Elizabeth, was installed August 12, 1862, and was dismissed, by resignation, in January, 1868. A call was accepted by Rev. Wm. Hart, of New York. He was installed November 2, 1870, and resigned December 30, 1878. A call was then extended to Rev. William R. Richards, which was accepted, and he was installed October 16, 1879; resigned April 29, 1884; and was granted a dissolution of his pastorate May 8, 1884, but continued to preach until July 1, 1884, as specified by him in his letter of resignation. Mr. Richards was an able pulpit orator, learned and accomplished. He was popular among his people.

After Mr. Richards the pulpit was supplied by temporary preachers, some of whom were candidates for settlement, when Mr. Amos Frederic Dunnels received a call August 1, 1884, accepted August 13, 1884, installed over the church October 2, 1884. He was a young man, coming direct from Andover Theological Seminary. His home was in Boston. He continues in his pastoral duties here to the present time, 1894. Mr. Dunnels is a pastor of much ability and is a highly esteemed citizen, taking an active part in the community in all movements tending to improvement in religious and temperance matters. In July, 1885, he preached a half-centennial sermon on the history of this "Third Congregational Church of Bath," which is of much value as detailing the formation and progress of the church over which he presides. In 1892 he married Miss Lillius B. Humphreys, an estimable lady of his church.

The early deacons of this church were Gershom Hyde, John Bovey, Otis Kimball, Isaiah Percy, Peleg Sprague, and Horace Wilson, and the later deacons are Henry E. Palmer and Franklin S. Partridge.

In 1892 the church had a membership of forty men and one hundred and twenty-five women. Its Sabbath School numbered one hundred and ten scholars and fifteen teachers. Connected with this church is a branch of the Society of Christian Endeavor.

The Episcopal.—When the Popham colony came from England, in 1607, and made a settlement at the mouth of the Kennebec River, the first act upon landing was to have a sermon preached. This was done by the Rev. Richard Seymour, a clergyman of the Church of England, who was chaplain of the colony. It was the first sermon in the English language preached on this continent. Church services were regularly established and the colonists erected a suitable building for the purpose, laying the foundation of religious observances in the New World.

> "They bade the holy dews of prayer
> Baptize a heathen sod,
> And mid the groves a church arose
> Unto the Christian's God."

One of the avowed objects the patrons of this colony had in view, was to spread civilization and christianity among the barbarous nations. In the subsequent early peopling of the Lower Kennebec those of the Episcopal denomination held a prominent place. Their first preacher was the Rev. William McLanathan. He came from Massachusetts, in 1756, as a missionary. His field of labor covered Georgetown as well as Frankfort (now Dresden), and his yearly salary was two hundred and fifty dollars. He lived in Fort Richmond. He was succeeded by the Rev. Jacob Bailey, who arrived from Massachusetts July 1, 1760. He lived at Pownalborough, preaching a portion of his time at Georgetown. When destitute of other preachers, people of all denominations attended his services. He was acceptable to the Nobles, Lithgows, Drummonds, Butlers, and other prominent families on the Lower Kennebec.

In 1768 the Rev. William Wheeler, who had taken Holy Orders in England, was assigned to Georgetown for missionary service. He lived a portion of the time with William Lithgow, while on the Lower Kennebec. He remained until 1772, when he left for Newport, R. I., and Mr. Bailey resumed his visits to Georgetown, preaching there every third Sunday until his forced departure for Halifax, in 1779, on account of his disloyalty to the Revolutionary cause.

In the early forties Miss Smith, daughter of Parsons Smith of this city, who had been on a visit to Bangor and who had become very

much interested in the English church there, sent for a Bishop and was the first person confirmed in this denomination in this city. When Bishop Burgess was appointed over the diocese, and while on a visit to Bath, he found about half a dozen families who wished for a church in this city. Rector Fales came down from Brunswick and preached several times in the Methodist church. Finally Rev. Dr. Frederic Gardiner also came here and conducted services in Music Hall. The accomodations were too small and Corinthian Hall was secured as a place of worship, a pulpit and a chancel rail were erected, while a small organ was also purchased, August 16, 1849. It was here the society was organized and Rev. Dr. Gardiner chosen rector, June 29, 1850.

The parish continued to grow and wanted a church of its own, therefore the present Grace Church was built. The building committee consisted of B. C. Bailey, T. D. Wilder, and J. H. Nichols. Mr. Fassett gave his services as superintendent during the work of building, and Mr. Gardiner, of Philadelphia, was the architect. When partially completed the funds gave out and, as the society saw no way of raising more, it was to be covered up and the work of building suspended. But here Dr. Gardiner and others showed their faith and enterprise by agreeing to take the responsibility off the hands of the society, and the building was completed. The pews were sold and enough money realized to pay the cost of building. In a few years the pews were given to the church. The first rector was Rev. Dr. Gardiner, a most excellent man and preacher. He was scholarly and wrote several books, besides contributing to *The North American Review*. He remained here three years, then studied in Europe and became one of the faculty at the Berkeley Divinity School in Middletown, Conn.

Dr. Gardiner was followed by Rev. Mr. Weston, who came here temporarily; then Mr. Willey, of Stonington, came, who remained but eight months. Rev. Mr. Jessup was the next, who held the position six years. Up to this time the church had always received aid from the missionary society, but during his rectorship it became an independent church. Rev. Flavill S. Mines followed Mr. Jessup and remained two years. Rev. Mr. Durell, of Calais, was the next

rector and remained about six years. After Mr. Durell came Mr. Tucker, and following him came Mr. Ogden, of New York, who staid four years; succeeding him was Rev. Mr. Hubbell, who remained but a few months and whose place was taken by Rev. Mr. Gregson, of Pennsylvania, who remained about five years, when Mr. DeHart came, remaining but a short time. Rev. Mr. Pratt was the rector for the next three years, when Dr. Robert N. Parke became the rector, and after staying several years went to New York. The Rev. H. W. R. Stafford, of New York, came to the church in 1889, and is the rector at the present time, 1894.

During Mr. Willey's rectorship the organ was purchased, and the chime of bells was bought while Mr. Jessup had charge.

The first wardens were E. C. Hyde and Jacob Smith. Among the wardens at different times have been J. H. Nichols, E. S. J. Nealley, and J. H. McLellan. The present wardens are John O. Shaw and Charles E. Hyde. The vestrymen are Dr. C. A. Packard, Fred Klippell, George E. Hughes, and William H. Watson.

Besides the church the society owns a rectory on the corner of Oak and High streets, and parish house adjoining. Both of these buildings are conveniently near the church. In 1890, under the direction of the rector, the Rev. H. W. R. Stafford, the surpliced boy choir was instituted, and in the same year a robing-room, for the accommodation of the choir, was added to the church, the cost, amounting to $560, being met by the ladies of the society. The vestments for the choir were also purchased and made by them. In 1890 the old organ in the loft was sold to a Boothbay Harbor church, and from the proceeds of this sale, and by a generous sum added by Mrs. Clara K. Patten, a new and finely toned organ was placed on the floor of the church near the chancel.

The Swedenborgian. — The doctrines of Emanuel Swedenborg were introduced into Boston, by Rev. Mr. Hill, in the latter part of the eighteenth century. Mr. Manning, one of Mr. Hill's converts, had married a sister of Dea. Caleb Marsh, one of the pillars of the Old North Church of Bath. He sent books to Deacon Marsh, which he probably did not read as it was considered heresy, in those

days, for a member of an orthodox church to read these publications. Capt. Horatio G. Allen, a native of Hingham, came to Bath, took up his residence in about 1795, and became one of its prominent men. He read Swedenborgian books, as also did the Rev. Abraham Cummings, a learned and pious Baptist missionary who preached on the sea-coast of Maine. Both became interested in these works and lost some orthodox standing in consequence. Dr. Jenks, of the South Church, had copies of these works in his library and loaned them to others. He said he found in them the primary doctrines of the Christian religion.

The seed thus sown began to take root and, from the year 1809, some members of the Old North and South Churches, with other people of the town, became so much interested in Swedenborg's doctrines that in the year 1818, they began to meet together for reading and conversation. Zina Hyde was one of the leaders and was sent as a delegate to a Swedenborgian conference held in Philadelphia in 1817. The number of converts increasing, a society of the New Jerusalem Church was formed, and Sabbath services instituted by Thomas Worcester, D. D., of Boston, September 20, 1829. From that time until 1840 the ministers preaching to this society were the Revs. Samuel Worcester, Adonis Howard, Joseph Pattee, and H. Worcester. In 1840 the Rev. Samuel F. Dike was settled as pastor. Under his administration the church and society largely increased in members and influence. The total membership has been one hundred and forty and the present is sixty. The Sunday School numbers seventy-five scholars.

Dr. Samuel Fuller Dike was born at North Bridgewater, Mass., March 17, 1815. In 1838 he graduated from Brown University, and having become an earnest disciple of Swedenborg soon after leaving college, he went to Boston to study theology with Dr. Worcester. By him he was ordained in Philadelphia, June 7, 1840. He subsequently married Miss Worcester, the daughter of Dr. Worcester. Although then but twenty-five years of age, he had already shown his abilities as a scholar, and thereby attracted the attention of William D. Sewall, of this city, who invited him to become the first pastor of the New Church Society, then but

Sam. F. Dike

recently formed in Bath. This invitation was accepted, and on Saturday, June 13, 1840, he arrived in the city, which, for over half a century, has been and is still his home. It is not unusual to find men who have been actively engaged in the ministry for fifty years, but it is very seldom that one of these can point to that period as spent in a single parish, while it is more than doubtful if the state can show another church of so long standing which has had but one pastor.

Mr. Dike was installed over the society October 10, 1841. In June, 1890, having served his church faithfully for fifty years, Dr. Dike preached his farewell sermon and withdrew from the pastorate, much to the regret of his people. Immediately following his resignation, through the generosity of one of his parishioners, he was enabled to make a tour of the world, taking one year for this trip. In 1841 the graded system of schools was introduced here, and Dr. Dike was chosen the first superintendent, a position he held uninterruptedly for twenty-four years. The efficiency of his work in this line is clearly shown by the fact that this period is always referred to as the one when Bath schools were at their best, and is held up as a standard by which the work of past times should be judged. Since his resignation from this office he has been repeatedly urged to return, but his other duties have prevented him.

For some twelve years he was one of the trustees of the Maine State College, has been vice-president of the Maine Historical Society, and for many years one of the examining committee at Bowdoin College. For the last eighteen years he has held the professorship of church history in General Conv.'s Theological School in Cambridge, of the Church of the New Jerusalem. In 1872 he received the degree of D. D. from Bowdoin College. In 1880 he went on a trip through Egypt and Asia Minor, proceeding as far east as Damascus, for the purpose of fitting himself more thoroughly for the professorship of biblical and ecclesiastical history. He was appointed a member of the Peace Congress held in London in July, 1890, but was unable to attend.

Dr. Dike has a pleasant home, situated on the western edge of the city, with a garden, orchard, and surrounding fields.

The Baptist. — The founding and building up of this church and society have been phenominal. Starting with ten members, this denomination now ranks with the largest churches. From 1789 to the coming of Elder Stearns there was occasional preaching by Elders Isaac Case, John Hames, and Mr. Harriman. From services held in school-houses and halls it has constructed and occupied two church edifices successively. This growth and prosperity is largely due to the labors of its first minister, the Rev. Silas Stearns. Coming to Bath without "staff or scrip," and with a feeble following, he wrought out a great work in establishing this church and society, which is an enduring monument to his memory.

Mr. Stearns was born in Waltham, Mass., in 1784. He early developed a taste for theological studies and determined to prepare himself for the ministry. To accomplish this end his scant means obliged him to learn a trade. He apprenticed himself to an upholsterer in Boston, spending his spare time in theological studies with Doctor Baldwin, a distinguished Baptist preacher of that day. After the close of his apprenticeship he worked at his trade until fitted to enter upon the duties of the ministry. He then came to Maine and preached at Freeport, where he was ordained.

By invitation he came to Bath, where he found very few Baptist people. To these he preached and accepted a call as pastor over them, a church being formed the same day; the pastor was installed October 30, 1810, in the school-house on School street that was taken down in about 1886. Stephen Morse and Elijah Low were the deacons. Meetings were regularly held in school-houses and halls until 1816, when a church edifice was built at the northeast corner of Washington and Elm streets, a later built church now standing on the same site. For some years Elder Stearns worked at his trade of upholsterer with S. D. Haley to enable him to live upon a yearly salary of one hundred and twenty-five dollars. This author well recollects having often seen him at his work covered with lint.

Mr. Stearns was twenty-six years of age when he came to Bath to live. On November 30, 1815, he married Miss Hannah Sprague of Boston. This union proved an exceedingly happy one. They had

one son, Oakman Sprague Stearns, who became an educated Baptist minister, professor in Newton Theological Institution, and magazine writer. He resided at Newton Centre, Mass., from 1855 until his death, in 1893. Mrs. Stearns died suddenly September 20, 1824, and Mr. Stearns married Miss Mary B. Lunt, of Bath, a granddaughter of the elder Isaiah Crooker.

By 1827 and 1828 the Baptist Church had become strong in both numbers and prominent people, but somewhere about those years twenty-six of the leading members resigned from the church and had meetings in the old academy on North street, with the Rev. Henry Kendall for pastor, who was a rigid Calvinist. This was a sore affliction to Elder Stearns, but eventually the seceding members returned to his church. After a pastorate of thirty years, Rev. Mr. Stearns died, in 1840, at the age of 56 years.

The same month that Mr. Stearns died a call was extended to Rev. H. G. Nott, of the Federal Street Church, now Clarendon, of Boston, to become pastor. The call was accepted and Mr. Nott at once began his pastoral labors. In the beginning of 1842 a revival began which lasted through the first half of the year. Seventy joined the church.

In February, 1853, Rev. D. W. Sheldon became pastor, and he began his labors under most favorable circumstances. A new and commodious meeting-house had just been completed and was immediately dedicated. The congregations were large and embraced some of the first families in the city. But after a promising beginning Doctor Sheldon developed in his preaching doctrines that were not in harmony with the Baptist faith. This fact led to heated discussions, and finally to division in the church and congregation. After a prolonged contest over the possession of the meeting-house, which was finally settled by a legislative committee, Doctor Sheldon, with those who were in sympathy with him, united with the Unitarian Society on Summer street, and the church proper resumed worship in their own sanctuary.

The Pastors.—Silas Stearns, 1810 to 1840; H. G. Nott, 1840 to 1847; E. H. Gray, 1847 to 1850; Harvey Ham, 1850 to 1851; D. W. Sheldon, 1852 to 1856; S. W. Taylor, 1857 to 1860; G. P.

Mathews, 1860 to 1865; L. D. Hill, 1866 to 1869; E. M. Bartlett, 1871 to 1872; S. A. Kingsbury, 1873 to 1876; S. D. Moxley, 1876 to 1878; S. L. B. Chase, 1878 to 1880; S. P. Pendleton, 1880 to 1882; T. F. White, 1883 to date, 1894.

The present pastor, Rev. T. F. White, began his pastoral labors at Bath in May, 1883. During his pastorate to May, 1889, ninety-two joined the church, with further yearly increase. Mr. White was born in Columbia, Me., April 1, 1846; graduated from Colby University in 1874 and Newton Theological Institution in 1879; was pastor at Ellsworth, Me., 1878 to 1883, and has been in Bath to the present time, 1894. His resignation has twice been given, but he was finally prevailed upon to remain. He takes a lively interest in the temperance and other moral reforms. In the summer of 1889 he made an extended trip abroad, visiting Scotland, England, France, Italy, Switzerland, Germany, and Belgium. On May 3, 1893, he was married to Miss Gertrude G. Carr of Brunswick.

The Methodist.—The Wesley. Few people now living recollect the early days of Methodism in this section of the country. Those who joined the denomination one hundred years ago consisted chiefly of people in the lower walks of life. They were not called a denomination, but a persuasion, and services were held in school-houses and private dwellings. Their preachers were exhorters, and were entertained at the houses of the leaders of the movement. For years the Methodists were a persecuted sect, inasmuch as they were ignored by the orthodox denominations. This persecution made them a band of brothers. Jesse Lee introduced Methodism into Maine. He came to Boston from the South, and for want of an in-door place he preached upon the Common, where his ardor and eloquence drew crowds to listen to him.

In September, 1793, there was a conference of Methodist clergymen for New England at Lynn, Mass., at which eight were in attendance. Jesse Lee was one of the number. In making a division of their labors, Mr. Lee took the appointment of the District of Maine for his circuit, upon which he immediately entered. Preaching at different places along his route, he reached Bath September 15, 1793, and preached in the town three times, the first

Methodist preaching held in the town. At the time there was no settled preacher of any denomination in the place. In consequence, people of other sects went to his meetings. His personal appearance was attractive, his discourses eloquent, and his doctrines new. Lee is described as a man of vigorous physique, imposing presence, with great power of endurance; his weight was about 250 pounds. In traveling he rode on horseback, taking along two horses for a relay, one following the other. His outfit consisted of saddle-bags, packed with a Bible, hymn book, a few other books, and needful clothing. His impassioned, extemporaneous sermons, fervent prayers, and grand singing drew crowds to hear him. His genial manners and ready wit made him an agreeable guest in the families with whom he sojourned.

"In 1796 Rev. Philip Wager and Rev. Jesse Stoneman, traveling Monmouth circuit, preached here occasionally; also, Rev. Joshua Hall. The preaching of Rev. John Broadhead, in 1798, awakened a revival, the fruit of which he collected into the first class ever formed in Bath. It was composed of the following persons: James Ward, Huldah Grace, Widow Gardiner, Elizabeth Weeks, Betsey Webb, Eleanor Morrison. From this time to 1818 Bath seems to have been included in an extensive circuit, and was visited statedly or occasionally by Robert Yallaley, Roger Searle, Enoch Mudge, Epaphras Kibby, Peter Jayne, Ralph Williston, Peter Nourse, and others, especially Timothy, Merritt, who labored here abundantly previous to 1809."—*Church Records.*

John Wilkinson, a minister who had been a circuit preacher in the state, came to Bath in 1817. Being a physician, he practiced that profession and kept a drug store. He was a man of ability and amassed considerable property. He filled the pulpit, in the absence of a regular preacher, to his latter years. When it was known that Dr. Wilkinson was to preach, it drew a large congregation. The young people, in particular, liked his originality and quaintness.

In 1817 the Conference appointed the Rev. Mr. Ambler to Bath, who remained until 1818, when the Rev. Mr. Chamberlain was assigned, but for unexplained cause left in a few weeks. Mr. Wil-

kinson then preached until 1819, when the Rev. Charles Virgin was sent. This preacher had the advantage of a commanding presence and force as a speaker. The latter was an important element with this denomination. The preaching of that day must be spontaneous and emotional. This was supplemented by much singing, in which the congregation joined, and the preacher who could lead in the hymns was most happily and acceptably endowed.

PASTORS.—1819–20, Charles Virgin; 1821, Sullivan Bray; 1822, Bartholomew Otheman; 1823, Joseph White; 1824–5, Wilder B. Mace; 1826, Sullivan Bray; 1827–8, William H. Norris; 1829, John B. Husted; 1830, Green Grove Moore; 1831, Justin Spaulding; 1832, John Atwell; 1833, Stephen Waterhouse; 1834, Isaac Downing; 1835, James Thwing; 1836, John W. Atkins; 1837, William H. Pillsbury; 1838–9, Caleb Fuller; 1840, George Webber; 1841–2, Eaton Shaw; 1843–4, Charles W. Morse; 1845, John Hobart; 1846, Stephen Allen; 1847, Gershom F. Cox; 1848, Paul C. Richmond; 1849–50, William F. Farrington; 1851–2, Charles F. Allen; 1853–4, Parker Jaques; 1855, Asahel Moore; 1856–7, Ezekiel Robinson; 1858–9, James McMillan; 1860, Silas H. Hyde and Joseph L. Morse; 1861, Rufus H. Stinchfield; 1862–3, Seba F. Wetherbee; 1863, six months, Luther T. Townsend; 1864–6, Cyrus A. King; 1867–8, Joseph Hawkes; 1869–71, William S. Jones; 1872–4, James Roscoe Day; 1875–7, Ammi S. Ladd; 1878–80, Abel W. Pottle; 1881, William S. Sterling; 1882–3, Ammi S. Ladd; 1884–6, Everett S. Stackpole; 1887, J. L. Hill; 1888–9, L. L. Hanscom; 1889–93, A. A. Lewis; 1893–94 (present pastor), S. T. Westhafer.

More or less extensive revivals have occurred in 1830, 1834, 1841, 1848, 1858, 1861, 1873, 1876, 1886, 1891, and in latter part of 1893 under present pastor.

In 1820 the membership was fifty-three including those in Brunswick and Phipsburg. In 1828 there were ninety-one members; in 1837, one hundred and thirty-three. In 1841 a faction withdrew to form the North Street Free Baptist Church. In 1852 Beacon Street M. E. Church was built, and the following year seventy members withdrew to form that society, leaving one hundred and sixty-one

members. At this time "Wesley" was adopted as the distinguishing name of this church. The largest membership was reported in 1875, viz., 312 members and 41 probationers.

Devoted workers in the Methodist denomination have been found in Mrs. Lydia McLellan, Gen. James McLellan, Charles Davenport, Elisha Clarke, George W. Duncan, Z. H. Blair, and some others.

THE BEACON STREET.—The original Methodist Church increased so rapidly, and a large number of the members residing at the North End, made it advisable to form a new church and society in that part of the city. Their house was built, and occupied June 13, 1853, and Rev. H. M. Blake was the pastor.

Near the commencement of the first Conference year fifty-six members and three probationers were transferred to Beacon Street Church from Wesley, and at the end of the year the membership of the new society was one hundred and five. The new church that year raised for its expenses and charities a total of $851.86. Near the close of this year, Charles Davenport promised to meet any difficulties of the ensuing year if the church would not ask aid from the missionary board. This generous offer brought out other pledges, so from that time on the Beacon Street became a self-sustaining society. During the winter of 1854–5, notwithstanding the general depression in business, the society purchased an organ at an expense of $600. In 1857, when banks were breaking and business firms suspending, the church nevertheless raised $867.41.

In 1875 the Conference was held in Bath and Rev. Mr. Bean appointed to Beacon Street. Toward the foreign mission fund Beacon Street contributed $100 of the $1,000,000 raised by all of the Methodist churches of the country. Mr. Charles Davenport, the first superintendent of Beacon Street Sunday School, had been, for many years, the superintendent of the school at Wesley. In the two schools, as superintendent, he has served in all forty years. Mr. Davenport has also acted as chorister at Beacon Street since the opening of the church, his son, George P. Davenport, serving under him, as organist, for the past twenty-five years. The present membership of the church is about 175; of the Sunday School, about 200.

PASTORS.—1853–4, H. M. Blake; 1855–6, H. B. Abbott; 1857–8, A. J. Church; 1859, H. Nickerson; 1860–1, S. F. Wetherbee; 1862–3, H. M. Blake; 1864–5, C. Fuller; 1866–8, J. E. C. Sawyer; 1869–70, Charles Munger; 1871–2, Roscoe Sanderson; 1873–4, Kinsman Atkinson; 1875–7, Leonard H. Bean; 1878–80, Enos T. Adams; 1881–3, W. S. Jones; 1884, Gershom F. Cobb; 1885–7, H. E. Foss; 1888–9, Thomas Whiteside; 1890, W. F. Holmes; 1891–4, M. C. Pendexter.

The Universalist.—For many years prior to 1837 there was a liberal element in the city, who could not believe in the doctrine of eternal punishment, and after their numbers warranted the movement, they first met at each other's houses and afterwards procured quarters in the City Hall building, in the room now occupied by the Common Council, where they held Sabbath meetings. Their numbers increasing, they decided to form a Universalist Church, and in 1837–8 they were enabled to raise a sufficient amount of money to build a house of worship. Rev. John T. Gilman was the first pastor, and the church and society grew in numbers and influence under his pastorate for quite a number of years. He was followed by Rev. Dr. Brooks, who made a special effort to interest the young, and with the help of his estimable wife made the Sunday School connected with the society one of the largest in the city. Dr. Brooks not only gave character and standing to the denomination, but found time to devote to educational matters and all moral reforms.

Several different pastors followed Dr. Brooks, among them Rev. Eliphalet Case, who was a scholarly man and published some poetical works.

Rev. Henry W. Rugg was the first pastor in the new church, and brought the society up from its apparent apathy to a state of great interest and added largely to its membership and prosperity. He took great interest in his parish and in the Sunday School. He was as popular outside as within his society, entering heartily into all movements for the benefit of the people.

In addition to those already named, memorial windows have been

placed in the church to the memory of Mrs. Alfred Lemont, Mrs. Joseph M. Hayes, Mrs. J. W. Wakefield, J. R. Silsby, W. Sanford, and N. Longley.

PASTORS. — J. T. Gilman, 1838–43; E. G. Brooks, D. D., 1846–50; F. Hitchcock, 1850–1; E. Case, 1851–2; J. Crehore, 1853–4; Mr. Gardiner, 1855; J. W. Hanson, D. D., 1858; H. W. Rugg, D. D., 1860–3; L. J. Fletcher, D. D., 1864–6; A. Gunnison, D. D., 1868–71; J. P. McLean, 1872; M. H. Houghton, 1874–5; W. W. Nutting, 1876–7; C. Weston, 1878; E. W. Preble, 1880; L. L. Green, 1881–5; I. P. Quimby, 1886–90; Abram Conklin, 1891–4, continuing.

Rev. Abram Conklin was born April 13, 1858, at Nyack, N. Y.; was educated at St. Lawrence University, Canton, N. Y., graduating from the Theological School in June, 1879. He was ordained and installed as pastor of the Universalist Church at Southold, N. Y., in October, 1879. He held pastorates at Reading, Penn., at Brooklyn, N. Y., and at Saginaw, Mich., before coming to Bath. Under his pastorate the church has been repaired and decorated and memorial windows have been placed in the church.

Through the influence of this church four ministers have been added to the denomination: G. W. Bicknell, Charles Tucker, E. W. Preble, B. F. Bowles. Among the men who were prominent in the early work of this church and society were: Denny McCobb, John Henry, Davis Hatch, Oliver Moses, John Elliot, Richard R. Smith, Anthony C. Raymond, Samuel Parker, Nathaniel Longley, William Rouse, William Rodbird, James Wakefield, Nelson A. West, Aaron Donnell, Wyman Morse, Bela T. Bicknell.

North Street Free Baptist.—This church was organized April 16, 1842, and numbered twelve members, one of whom, Benjamin Danforth, was subsequently licensed to preach. Afterwards Mr. Hathorn became pastor and remained until the December following. On December 4th Rev. A. Libby came and remained until the following June. Rev. P. M. Hobson was the next pastor and remained until June, 1845. He was followed by Revs. H. Deering and J. L. K. Staples, each holding short pastorates. Rev. John

Stevens came in December, 1847, and remained until May, 1850. Rev. H. Skillings was pastor after Mr. Stevens, remaining until April, 1853, when Rev. Naham Brooks became pastor, leaving in September, 1863. During his pastorate two hundred and eighty persons were added to the church by baptism and one hundred and nine by letter. Rev. Charles Bean then acted as a stated supply for nearly a year, when Rev. A. H. Morrill was called to the pastorate. The next was Rev. E. W. Porter, who remained eight years. Rev. E. Manson was pastor for two and one-half years. In January, 1879, Rev. H. J. White was called and remained till November, 1884. During his time a debt of $3,000 was canceled. For nearly a year after Mr. White left, the church was without a pastor, being supplied by professors and students from the Divinity School at Lewiston. On October 4, 1885, Rev. J. M. Remick became pastor, remaining till September, 1888. From September, 1888, till May, 1889, the pulpit was supplied by Revs. Nason and Purinton, when Rev. H. F. Wood became pastor. Rev. Mr. Wood is a native of Maine, a graduate of Bates College and Cobb Divinity School Mr. Wood has traveled extensively through Europe. He remains pastor to the present time, 1894. The deacons have been J. D. Oliver, Mr. Litchfield, J. B. Moulton, David Harris, George W. Brooks; the present deacons are Israel Eastman, E. F. Marston, George A. Spinney, and A. B. Dunning.

First Unitarian Society.—This society was formed December 20, 1848. Measures were taken for the purchase of a lot and the erection of a place of worship. The society extended an invitation to Rev. Edmund Wilson, of Grafton, Mass., to be their pastor. The society was then worshiping in a hall on Summer street. In October, 1851, the society was obliged to apply to the Massachusetts Missionary Society for aid. In March, 1852, M. W. Willis was ordained pastor, on a salary of $1,500, and remained until February, 1854. In July of the same year Rev. Mr. Metcalf became pastor of the church, resigning his pastorate in 1857. The society had previously purchased a lot on Summer street, facing the common, and had erected a small but pleasant edifice thereon. They had

also purchased an organ. When Dr. Sheldon was pastor of the Elm Street Church dissensions arose concerning his doctrine, and he and his followers left the church and united themselves with the Unitarians. A call was extended to Dr. Sheldon to become the pastor, which he accepted, entering upon his duties August 11, 1857. He remained with the society until May, 1861, when he resigned, but at the request of the people remained through the year. At his departure no further effort was made to secure another minister, and the parish held its last meeting the first Monday in January, when the First Unitarian Society ceased to exist. The church building was sold and used as a carriage factory, has since been removed or demolished, and the site is now occupied by the house of Mrs. Alden Morse.

Corliss Street Church.—This church was organized, with six members, March 25, 1858. The church was admitted, June, 1858, to Bowdoin Quarterly Meeting. At that time there was a church membership of one hundred and one. In June, 1858, the society had a Sunday School numbering eighty-eight scholars with twelve teachers. In June, 1860, the membership of the church was one hundred and fifty-three and of the Sunday School one hundred and twenty. A society has been formed among the children of the parish, called the Phillips Mission Society, for church work. The church expresses a willingness to do all it is able to do in supporting missions and benevolent enterprises. December 22, 1877, a pipe organ was purchased for the church at the price of four hundred dollars. The pastors have been the Rev. G. Douglas, L. L. Harmon, Levi Hersey, Otis Andrews, A. W. Purrinton, F. Reed, F. L. Willey, O. C. Wheeler, W. S. Packard, W. T. Smith, B. M. Edwards, J. E. Whitmore.

The Roman Catholic.— Paynter Patten was the first Roman Catholic to settle in Bath. The next was Charles Ducett, who came from Nova Scotia, and was of French-American descent. Although his parents and relatives were Protestants, he was an earnest and devoted member of the Catholic Church. He amassed a good property and gave liberally to the Catholic Church of Bath, of which

he was the founder. On the coming of other Catholics to Bath, he invited them to meet at his house every Sunday for religious services. These continued for three or four years, until the number attending amounted to eighteen. In 1849 the Rev. Mr. Putnam, a missionary residing in Whitefield, Me., came once a month to officiate. In 1853 the Catholics hired the Old South Church and held their Sunday services there until it was burned by a "Know Nothing" mob, in 1854, because it was used by the Catholics. After this event the society occupied Corinthian Hall, on Washington street until its present Catholic Church was built. In 1855 the Rev. Mr. McLaughlin came as settled pastor. The church purchased the property, on High street, of J. T. Gilman, on which now stands its church building and rectory. The purchase included the ancient Isaiah Crooker mansion, which then faced High street and was afterwards moved to the rear and the church erected on its original site. Father McLaughlin occupied this historic house for his residence until the present rectory was built. It is now used as a Catholic Old Ladies' Home. Soon after the coming of Father McLaughlin the building of the church edifice was commenced. The cornerstone was laid in 1855, with public ceremonies, and the church was completed in 1856.

BANKING INSTITUTIONS.

The Bath Bank.—This was the first bank established in Bath. It was chartered June 23, 1812, with a capital of $100,000. William King was its founder and its president, with Thomas D. Robinson, cashier. It was emphatically King's bank, he having had full control. A brick building was erected for the purposes of this bank that was commenced in 1809 by blasting a ledge where is now the Sagadahoc Bank, on the southwest corner of Front and Centre streets, and completed in 1810. General King had his private office over the bank, and when he was collector of customs used the second floor for the Custom House. The charter of the bank expired October 1, 1831, at which time the business of the bank was closed.

State Banks.—Although state banks elsewhere proved, in many instances, insecure, whose bills at times became depreciated or entirely worthless, none of the banks of Bath, during all the years of the state banks regime, made a failure, and not a note of any of the banks doing business in Bath was ever at a discount. The system of drafts was not in universal vogue as now, and a merchant going to Boston to purchase goods had to take his money with him. During the era of state banks there was a system compelling the redemption of their bills at the Suffolk Bank in Boston, and was termed the "Suffolk System."

Lincoln Bank.—"On August, 4, 1813, the stockholders of the Lincoln Bank met at Lambard Hotel and organized themselves agreeable to the act of incorporation; accepted the report of a committee chosen at an unofficial meeting for the purpose of apportioning the shares agreeable to the whole amount subscribed for in comparison with the whole amount of stock, excepting in subscriptions of 12 shares and under, none being reduced, while those for 100 are allowed 41. The curtailment allowed J. Hyde 30 and Zina Hyde 15 shares. In the choice of directors Mr. D. Trufant and

Mr. C. Clapp were the only competitors, the others being selected with perfect unanimity, viz.: Samuel Davis, Peleg Tallman, Jerome Loring, John Richardson, Jonathan Hyde, D. Dunlap, and Charles Clapp. They were appointed a committee to fix on a site and make other necessary arrangements for establishing the bank. The capital of the bank was fixed at one hundred thousand dollars."—*Zina Hyde.*

When this bank was established its building was erected, during the war of 1812–5, where its location has continued to the present time. It was of brick and a novelty at the time, as it was the second building of brick that had been put up in Bath for business purposes. To erect the building for the Sagadahoc House, this edifice was taken down, and upon the completion of the new building the bank entered upon the occupancy of its present office rooms. The bank re-organized, as the Lincoln National Bank, in 1865. Since the Sagadahoc Hotel was erected, in 1848–9, this bank has occupied the rooms of the building, corner of Front and Centre streets.

The Lincoln National Bank is the oldest bank now doing business in this city, and is operating with a capital of $200,000. Its presidents have been Jonathan Hyde, George F. Patten, James F. Patten, Charles Davenport; cashiers, Seth Trufant, Samuel Davis, Green Richardson, Charles Davenport, John Shaw, William R. Shaw, Frederic H. Low. The directors have been Jonathan Hyde, Levi Houghton, Asa Palmer, Thomas Harward, William Richardson, William M. Rogers, William Drummond, J. Parker Morse, George F. Manson, John S. Elliot; and are now Charles Davenport, L. W. Houghton, Charles W. Morse, Charles E. Patten, Charles H. Morse.

The Commercial Bank.—This bank was chartered in 1832, with a capital of $50,000, and Parker McCobb was president. The directors were Parker McCobb, Jacob Robinson, and William D. Sewall. Thomas Agry was cashier until 1850, and David N. Magoun from that year until 1857, at which date the bank closed business.

Sagadahoc Bank was organized 1836; capital stock, $50,000; increased to $100,000 in 1850; paid stockholders from 1836 to 1865, 214½ per cent. Re-organized as a National Bank in 1865;

capital stock, $100,000; has paid to stockholders since 1865, 225 per cent., has a surplus and profits of $44,000, and has erected one of the finest brick buildings in the city. Cashier Henry Eames has not missed a day from the bank for forty years, on account of sickness.

Presidents: Joseph Sewall, 1836 to 1847. A service of plate was presented to Mr. Sewall on his retiring from office. Thomas D. Robinson, 1847 to 1861; William M. Reed, 1861 to 1866; William V. Moses, 1866 to 1874; Franklin Reed, since 1874. The cashiers have been: Daniel F. Baker, 1836 to the year of his death, 1853; Henry Eames, assistant cashier to 1853, and cashier since that time. The site of its building was that of the original Bath Bank, on which it erected its present Bank Block in 1878. There have been on the board of directors, besides those who have been presidents, Alfred Lemont, Alexander Robinson, Moses Riggs, William F. Moses, John G. Morse, Henry F. Morse, W. Purrington, L. Blackmer, Samuel F. Emery, John N. Smith, Converse L. Owen.

The City Bank.—This bank received its charter in March, 1853, with a capital of $125,000. The presidents were James H. McLellan, Oliver Moses, and Edward K. Harding; its cashiers, Otis Kimball and William B. Taylor. Its business was closed in 1868.

The Bath Bank.—This bank was chartered as a State Bank in 1855, having a capital of $125,000. It was organized as a National Bank in 1864. Its presidents have been: Freeman Clark, 1864; Albert G. Page, 1867; Arthur Sewall, 1871 to present date. Cashiers have been: F. Partridge, 1864; William D. Hill, 1865 to 1893; Frederic D. Hill, from April, 1893, to present time. Directors have been: Freeman Clark, Roland Fisher, William D. Sewall, Sr., Thomas M. Reed, William E. Payne, Alfred Lemont, Albert G. Page, Henry W. Owen, George A. Preble, Stephen Larrabee, Arthur Sewall, Thomas W. Hyde, John P. Delano, Samuel S. Sewall, Reuben S. Hunt, William D. Sewall, 2d, Seth T. Snipe, John O. Patten.

Long Reach Bank.—This bank was chartered in 1857, having a capital stock of $100,000, with David C. Magoun, president, and David N. Magoun, cashier. It closed business in 1866.

First National Bank.—The first meeting of the stockholders under its charter was in June, 1863. The capital stock was placed at $100,000. The board of directors chosen were Oliver Moses, James D. Robinson, Henry W. Swanton, Charles V. Minot, and William Rogers. Oliver Moses was chosen president and William D. Mussenden, cashier. On the succeeding, August the bank commenced business. In June, 1882, the term for which the charter was granted expired. In order to start anew, the bank liquidated its affairs and re-organized under a new charter, with the same stockholders and same amount of capital. The same year President Moses died, and his son, Galen C. Moses, was immediately elected to succeed him. Its present officers are: Galen C. Moses, president; William D. Mussenden, cashier; and the directors are: Galen C. Moses, Henry W. Swanton, Charles V. Minot, Frank O. Moses, Henry E. Palmer, Augustus Palmer, M. G. Shaw, John R. Kelley, G. G. Deering, William T. Donnell, Edward W. Hyde.

The Marine National Bank. — This bank was organized December 14, 1864, with a paid up capital of $100,000, and commenced business in the rooms it now occupies, under the Sagadahoc House, on March 1, 1865. Its first officers were: B. C. Bailey, president; H. A. Duncan, cashier; B. C. Bailey, Wm. Drummond, E. C. Hyde, A. D. Fisher, and S. D. Bailey, directors. Directors for 1894 are President S. D. Bailey, E. C. Hyde, Joseph M. Hayes, R. D. Bibber, and Cashier H. A. Duncan. Besides its original directors, Guy C. Goss, Elisha P. Mallett, H. W. Field, and P. M. Whitmore have, at different times, been associated in its management.

The Bath Savings Institution was organized July 23, 1852, with D. C. Magoun, W. D. Sewall, W. V. Moses, W. E. Payne, Wm. M. Reed, and Charles Davenport, trustees; D. C. Magoun, president, and J. H. Kimball, treasurer. In 1855, D. C. Magoun having died, Charles Davenport was chosen president, and J. H. Kimball, treasurer, who resigned in 1877 and John H. Humphreys was appointed; at his death, in 1891, F. H. Low became treasurer, and having been elected cashier of Lincoln National Bank, in 1892, W.

J. Shaw was appointed treasurer. The trustees are, for 1894, Chas. Davenport (president), L. W. Houghton, H. W. Swanton, M. S. Briry, Reuben S. Hunt. Ezekiel Drummond and John H. Kimball were members of the board of trustees several years.

The Twenty-five Cent Savings Bank was chartered January, 1868. The presidents have been Barnard C. Bailey, Addison D. Fisher, Franklin Reed, Galen C. Moses, and John R. Kelley, who is now in office; treasurers, A. K. Duncan, Geo. W. Johnson, and the present official is F. W. Weeks. The trustees are Galen C. Moses, James D. Robinson, John R. Kelley, Reuben S. Hunt, and Gordon S. Preble.

Early Banks.—Before the civil war all banks were chartered by the state and were termed state banks. As they were not at all under the auspices of the national government they were obliged to keep in their vaults a prescribed amount of coin, while the known financial standing of the stockholders and directors was a prime factors in securing the confidence of the community.

There were two commissioners, appointed by the state authorities, whose duty it was to visit every bank at the close of every year and count the coin deposits. This author was knowing to the fact that these commissioners at one time, 1830, came to Bath, put up at Mrs. Maj. Joseph Trott's, who then kept a high-toned boarding-house in the building which is now the Commercial House, and where the best people visiting town were accustomed to find entertainment. The commissioners arrived in the evening, and the next morning the president of one of the banks called on them, took them to his bank where they entered its vault, and the bags of gold and silver were delivered to them, which they counted. That was enough work for one day as they were on a per diem salary. On the next day they were escorted to another of the banks, where they counted the same bags of coin that they had counted the day before, possibly reduced or increased in amount to correspond to the capital which the bank represented. This course of procedure continued during the existence of state banks in this city. During each night these bags had been conveyed from one bank to another. Thus the banks passed the

ordeal and were reported all right. And they were, for the obvious reason that all the community cared to know was the assurance that the stockholders were all right, and it can truthfully be recorded that those having the management of and owning these banks were individually of such high standing that they were considered fully responsible for every dollar represented by their bills.

The Lincoln Bank, as the second oldest of the Bath banks, had a credit in the city of New York that gave its bills a circulation at par, a standing that few state banks enjoyed, and none other in Bath, during the state bank system of banking. For doing an exchange business the Lincoln Bank kept a deposit in New York City. At that period considerable amounts of bills and coin had to be transported from place to place in lieu of drafts or bills of exchange.

A Bank Incident.—Among the humorous men of Bath of a past generation was Jeremiah Ellsworth ("Uncle Jerry"). He was a man of much natural ability, combined with mother wit, and could always be found wherever mirth and jollity prevailed. One of his best practical jokes, the outcome of which he could never cease to relate on the streets, was: On one discount day he handed into the Commercial Bank a note for discount. It was for only one hundred dollars, a considerable sum for those days, on an "accommodation note." Jacob Robinson was the bank president and Thomas Agry, cashier. The note was "thrown out" by the directors. Upon being notified of this fact, Jerry produced a ten-dollar bill of the bank and demanded its redemption in gold; taking this in his hand, he went into the nearest store and asked if they could give him ten dollars in bills on the Commercial Bank in exchange for a gold piece. Upon obtaining the bills he returned to the bank and demanded the gold for them. He then went into another store, was accommodated with the desired bills, and again demanded gold of the bank, and thus he was going on *infinitum*, when the cashier began to realize the graveness of the proceeding, and at once sent for President Robinson to come in post haste to the bank. Mr. Robinson was promptly "there," and when Uncle Jerry came to the counter again, with a ten-dollar bill in his hand, he was told: "Mr. Ellsworth, your note is discounted." He drew his money.

APPENDIX.

Trufants Point. — Immediately south of the entrance to Ropewalk Creek, and where is now "Shaws Mill," is a locality with a diversified history. It is contiguous to where was the starting point or "head bounds" of the ancient Gutch tract, which originally comprised the territory of Bath. Later this point of land was owned by David Trufant, who, from his energetic will and forcible character, was given the cognomen of "King David," whose residence was on the south side of Pine street, a portion of it, now in existence, forming an ell of a house on a side street. On this "Point," in 1804, Mr. Trufant had a windmill, a style of mills in common use in an early day on the Kennebec. It was a "grist-mill." The chief farming production was Indian corn, and corn-meal bread was the main dependence for the "staff of life." It was on this Point that Seward Porter, Aaron Tyler, and John Gordon built the first mill that used steam to operate it, Gordon acting as clerk of the company. This was in 1820, and the cost of the plant was $25,000. After undergoing several alterations, and the mill run at a loss, it was shut down in 1836. In 1838 another company, consisting of John Henry, S. Jewell, and C. Wilson, came into possession of the old mill, took it down and built a new mill, with which they did a large business until 1853, when it was abandoned and the premises sold to Joseph Berry and George Robinson, who occupied it for a ship-yard several years, when the firm ceased business. Early in the season of 1883 M. G. Shaw & Sons purchased the locality and put up their large lumber mill and commenced operating it the same year, continuing to the present time — 1894 — with success, and known as the **Shaw Mill.** This mill is fitted with all modern improvements of mill machinery and appliances, and has a capacity of sawing one million feet of long lumber during a month; twenty-five thousand laths, the same of shingles; three thousand clapboards per day, besides pickets, staves, and broom handles, employing from seventy-five to one hundred men.

Pioneer Steamboats. — The first craft propelled by steam on the Kennebec was the Tom Thumb, in 1818. She was about the size of a small tug boat of the present day. She came from Boston, towed by a sailing packet to the mouth of the river, from whence she steamed to Bath, making slow headway against the tide. As no one in Bath had seen a steamboat her arrival created a sensation, and everybody went down to the wharf to see her. She had side wheels, no deck, and her machinery was

open to view. She was run as an excursion boat up and down the river. This author well remembers the old Tom Thumb. She was rightly named, as she was a little chunk of a boat with light power.

Seward Porter was the father of steamboating on the Kennebec. In 1822 he commenced by having a scow drawn up on Kings wharf, sawing her in two to lengthen her, putting in machinery which proved of insufficient power to stem the strong tide. She was used for excursions and named the Kennebec. He followed this beginning by another boat called the Enterprise, which ran to Augusta in 1823. He then undertook to run steamers between the Kennebec and Boston, obtaining aid in Bath and Portland, and was the first to establish a Boston and Maine steamboat line, which was in 1823. For this purpose he purchased in New York the memorable steamer Patent. She was a small, chunky craft, but a fine one for that day. She reached Bath August 7, 1823, having touched on her passage at Boston and Portland. Henceforth Captain Porter ran boats for many years. Nathaniel Kimball succeeded Captain Porter as a long continued and famous commander on the Kennebec and Boston line.

Railroads.— Bath men and their capital were important factors in the constructing of the Kennebec & Portland Railroad, that first extended from Bath to Portland, and later to Augusta. When work was commenced, June 1, 1847, George F. Patten lifted the first shovelful of earth. The first train was started from Bath July 4, 1849. Flat cars fitted up with seats gave free rides to a crowd of citizens a few days before to Yarmouth. The eastern terminus of the road continued to be at Bath until another enterprise constructed a road to Rockland, which was completed in November, 1871.

The Knox & Lincoln Road was built with a financial basis of aid from towns along its line. Towards this aid Bath issued, July 1, 1869, thirty-year bonds to the amount of $475,000; a second issue, of twenty-year bonds of $177,600, Mar. 1, 1871; a third issue, of thirty-year bonds of $243,000, Feb. 1, 1872; in addition, thirty-year stock bonds to the amount of $137,000; a total of $1,032,600. The road commenced running to Damariscotta early in 1871. Its earnings failed, year after year, to pay interest on the investments, when the entire road was sold in 1890 to a syndicate representing the Boston & Maine and the Maine Central Roads for the sum of $1,500,000. From this sale Bath received in bonds $486,000 and in cash $74,918.50, a total of $560,918.50. The city has an outstanding indebtedness, on account of this road, on stock, $119,500; on bonds of the first issue, $70,800; second issue of bonds has been paid, and there is due on the third issue of bonds, $138,500; a total of $328,800 indebtedness in 1894. This road is now operated as a part of the Maine Central system.

The Great Fire of January, 1894.— On Sunday morning, the 28th of January, 1894, between eight and nine o'clock, an alarm of fire was

rung out. The stable in the rear of the Sagadahoc House was found to be on fire, from some unaccounted for reason, and as the city water supply had been cut off the day before, on account of a break in the main pipe that crosses the New Meadows River, not a bucket of water was to be had to put out the incipient fire. Telegrams were promptly sent, by Mayor John O. Shaw, to Brunswick, Lewiston, and Portland for engines, which arrived during the forenoon, the efficient aid of which stayed the progress of the flames. It was exceedingly fortunate that the day was calm and not extremely cold, which favorable conditions continued during the next day.

For the want of hydrant supply of water, the steam engines were called out and compelled to go to the river for water, making a delay of nearly half an hour before a stream could be brought to bear upon the fire, by which time the flames were beyond control, resulting in the total destruction of the hotel and the block north of it as far as Webber's drug store, nearly opposite the head of Broad street, where was a high and wide brick wall, burning out the Lincoln Bank, Harris' drug store, John O. Shaw's bookstore, J. L. Douglas' clothing store, the Marine National Bank, and D. T. Percy & Sons' dry goods and crockery stores, all of which were on the west side of Front street. On the second floor of these buildings were various offices and halls. From the main line of the fire the flames lapped across the street, consuming, or badly damaging, all the buildings from opposite the Sagadahoc House north nearly to Broad street. In the centre of these was the People's Savings Bank, which was totally consumed, while next north of it, the *Times* building escaped with the loss of editorial room on its second floor, and all of W. S. Shorey's book-bindery on the third floor. All of the buildings on the north side of Centre street, from the Sagadahoc House to the City Hall, were totally destroyed, the Hall escaping. The flame extended its tongue across to the buildings on the south side of this street, badly damaging many of the stores with their stocks of goods, their entire destruction being arrested by the heroic efforts of the two fire companies that came from Brunswick with hand engines.

The guests in the hotel readily escaped with a portion of their personal effects; from the hotel stable some twenty horses and some carriages were saved. Shaw, Harris, and the hotel saved little of value, and nothing from the Percy stores, while from the other stores some goods were saved. The buildings and their contents were, on an average, fairly insured. The valuables in the vaults of the Lincoln, the Marine, and the People's Banks came out uninjured, as well as most of the safes in other buildings.

Sunday services in the churches were suspended during the day, and about all of the people of the city, men and women, were out to witness the fire, which exhibited a grand as well as a sad sight, long to be remembered by those witnessing its destructive progress, with flames and smoke filling the air to be seen from miles around.

It appears that the incorporators of the Bath Water Supply Company, soon after organizing under its charter, transferred its franchise to the National Water Works Syndicate, whose headquarters are in Boston, and this company contracted with the City of Bath, July 9, 1886, to construct the works, the city to pay $5,000, annually, for hydrant service. This Syndicate Company sold its rights to H. M. Payson & Co., of Portland, who sold it to Arthur Sewall and others, after which it was merged into the Maine Water Company, and the Bath service is known as the Bath Division of the Maine Water Company, which is blamed for the total lack of water at this conflagration.

A committee was appointed, from among the citizens, to investigate the the origin of the fire and report to the City Government. This committee decided "that the fire was not incendiary but accidental and caught from sparks either from the chimney of Shannon & Huse's stable or from the chimney of the northern division of the Iron Works, as it was testified that a new fire was built there that morning."

Within a week work was begun on removing the débris preparing to rebuild on both sides of Front street by the Sagadahoc Real Estate Loan Association, at the head of which is Mr. Galen C. Moses, who is much engaged in improvements in the city, the association owning most of the territory of the burnt district on Front street. Plans are drawn for the erection of a two-story block, occupying all the space, for stores and offices on the west side, on the east side a hotel and stores; the People's Bank will rebuild, north of which buildings were damaged but not destroyed.

The next week after the fire the citizens of Bath contributed $500 for the purpose of presenting $100 to each of the fire companies which so promptly came to assist in saving further destruction to the city by their very timely services, and John O. Patten presented to the Bath Company a complimentary sum, in recognition of their efficient services in saving his *Times* printing office from total destruction.

Burning of the Bath Iron Works, February, 1894.—On Monday night, the 12th of this month, a fire destroyed a large portion of these works. The buildings burned were of wood, and were south of the most valuable machine shop, number one, the office building, and boiler shop, all of which were saved, the prevailing north wind driving the flames from them. The fire originated in the joiner shop. The buildings destroyed were machine shop, number two, joiner shops, plate shop, bending floor, moulding loft, and furnace rooms. Tug boats were in readiness to take the steamer City of Lowell, which was at the Iron Works wharf being completed, and the steamer Kennebec, which was at Houghton's wharf, out of the way of danger, if it became necessary. The Ammen Ram Katahdin was not injured. The $200,000 Slater yacht, which was on the stocks, was damaged and some stagings around her destroyed. In the joiner shops

were parts of the cabins of the yacht and the steamer City of Lowell. These were destroyed. In the machine shop that was burned a big $50,000 steam windlass, being built for the Cramps, was destroyed, as was also the machinery and the tools of the workmen. The plant was fully covered by blanket policies. The wildest and coldest snow storm for years was prevailing that night.

Notes—POPULATION BY DECADES.—In 1850 it was 8,020; in 1860 it was 8,078; in 1870 it was 7,371; in 1880 it was 7,875; in 1890 it was 8,723. In 1860 there were 1,720 polls and estates $5,876,993; in 1870 there were 1,915 polls and estates $6,402,713; in 1880 there were 2,285 polls and estates $5,913,192; in 1890 there were 2,505 polls and estates $6,419,481.

SPEEDY VOYAGES AROUND THE "HORN."—In about 1852 the clipper ship Flying Cloud made a passage from New York to San Francisco in eighty-nine days and eight hours. This was during the period of the clipper ships and this ship was built expressly for speed, carrying light freight. She subsequently made another like voyage in eighty-nine days, sixteen hours. Ships make quicker passages from San Francisco to New York, several having covered the distance in seventy-six days.

The old James White timber house that stood near the corner of Lincoln and Centre streets, facing east, was built in 1755 and taken down in about 1890.

The old-fashioned, gambled-roof house that stands immediately north of the Orphans' Home, of a story and a half, facing north, built by Isaiah Crooker, Jr., is now occupied and in a good state of preservation.

The old Page timber house was sold to Solomon Page by Jonathan Philbrook, and he sold it to Edward H. Page.

The correct pronunciation of Gutch is Gooutch. It is sometimes written in documents Goutch and Goutche.

In 1820 Bath had a celebration of the landing of the Pilgrim fathers, December 22, 1620, which consisted of a military parade, an oration, and a dinner of clams and parched corn.

During the latter years of Dr. Ellingwood's pastorate the "lecture" or "conference" room of the North Church was discontinued as such, and the room termed Music Hall was rented, and afterwards was deeded to that society, and used for lectures, prayer-meetings, and Bible classes, the occupancy continuing after the ordination of Dr. Fiske.—*G. F. Magoun.*

When the Goss Marine Iron Works was established, in 1883, citizens had taken stock in it to the amount of $100,000. It was transferred to the New

England Ship-building Company in 1885, and to the organized Bath Iron Works in 1888.

During 1894 the Young Men's Christian Association completed a large and elegant edifice, on the corner of Front and Summer streets, the upper portion devoted to the uses of the Association, with stores on the ground floor on Front street. Adjacent, on its south end, a new block, contemporaneous with this building, has been rebuilt by the Sagadahoc Real Estate Loan Association, on the site of Columbian Block, burned in 1893, and contains an elegant opera house above with a row of stores underneath. Mr. G. C. Moses is at the head of both of these improvements.

Bell for the Old North.—BATH, May 16, 1803. We, the subscribers, promise and agree to pay to Mr. Samuel Davis, in thirty days from the date hereof, the several sums set against our names for the purpose of purchasing a bell for the new meeting-house in the town of Bath; the said bell to be brought to Bath within the thirty days, and if not the time of payment to be extended till it is. David Trufant, $50; Samuel Davis, $50; Jonathan Crooker, $50; Peleg Tallman, $50; Francis Wintergreen, $10; Samuel E. Duncan, $10; James Cogan, $5; Stevens & Heath, $8; James Sewall, $10; Joshua Raynes, $10; John M. Loring, $10; Nathaniel Smynger, $6; Cushing Allen, $5; Horatio G. Allen, $2; Joseph Trott, $14; James Oliver, $7; Aaron Kimball, $5; Laban Loring, $15; Christopher Cushing, $13; S. Sewall, $6; John M. Moody, $10; Mathew Paion, $5; Henry Sewall, $5; R. Bosworth, $5; Ebed Lincoln, $3; John Mark, $2; Samuel Adams, $5; David Shaw, $10; Ben Richardson, $5; Elijah Low, $5; William Couillard, $5; Caleb Marsh, $13; Joseph Hare, $10; Albert Hammond, $5; Caleb Lincoln, $10; Robinson & Towet, $10; Isaiah Crooker, $5; Capt. Benjamin, $5; Samuel Todd, $2; Stephen Morse, $2; John Richardson, $5; William Hodgkins, $8; Jacob Macdonald, $2; William S. Blassland, $3; Samuel D. Sloan, $2; T. Lowell, $3; Dummer Sewall, $10.

When this bell was rung for the first time after being transferred from the Old North to the Universalist Church, an excited member of this society rushed into the street, waving his hat, and shouted: "This bell, for forty years, has rung out hell and damnation; henceforth it shall ring out universal salvation."

The steeple of the Universalist Church was surmounted by a figure of an angel. Parson Ellingwood one day humorously asked Anthony Raymond, the builder, if he had ever heard of an angel wearing shoes, whereupon Mr. Raymond asked the learned divine if he had ever known an angel barefoot.

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